

The Leading Events
IN THE DOMAIN OF SPORTS.

Los Angeles Sunday Times

SUNDAY MORNING, NOVEMBER 7, 1915.

IN THE VAN: First in Sporting News, First in all Automobiles.

DEATH-DEALING OBSTACLES TO BE ELIMINATED FROM HIGHWAYS.



NATIONAL CHAMPIONS LICKED BY YOUNGSTERS.

Willie Johnston Falls Before Van Dyke Johns, Griffin Before Herbert Hahn, and Molla Bjurstedt Before Miss Anita Myers, Who is to Meet Mrs. Wightman Today.

[BY A. P. NIGHT WIRE.]

FRANCISCO, Nov. 6.—H. Van Dyke Johns, crack tennis player of Stanford University, defeated Willie Johnston, the national champion, today in the semi-finals of the tournament for the Pacific Coast championship being played on the courts of the California Lawn Tennis Club. Johnston's victory required five sets, the scores being 4-6, 6-4, 6-2, 4-6, 6-2.

Another surprise came with the victory of Herbert Hahn, also from Stanford University, who defeated Clarence Griffin, national doubles champion. This match also took five sets to decide, the scores being 4-6, 6-4, 4-6, 6-2, 6-5.

These matches leave Johns and Hahn in the finals, which will be played tomorrow.

Miss Molla Bjurstedt of Norway, women's national champion, met her Waterloo also, her conqueror being Miss Anita Myers of San Francisco, who qualified for the finals by winning 6-4, 6-4, 6-4. Miss Myers appeared nervous in the first set, but came through with splendid form in the last two sets.

Mrs. Wightman, the former Hazel Hotchkiss, also qualified for the finals by defeating Miss Helen Baker, the San Francisco champion, 6-0, 6-1.



Bane of motorists must go.

Studebaker "six" coupe used by automobile man and attorney in hunting down menacing obstacles. Above, at left, Studebaker is shown approaching dangerous wooden drive on the foothill boulevard. Upper center, menacing concrete driveway extending out into the highway. At right, Studebaker at open culvert, recently run into by autoist; Walter R. Rheimschild, attorney, at left, and Paul G. Hoffman, retail sales manager, Studebaker Corporation, right. Lower photos show car at wooden drive extension and open culvert, which wait for the motorist, with telephone pole at side adding to the danger.

More Thorough.

CRIMSON WARRIORS BEAT TIGERS BY PLAYING BETTER FOOTBALL.

[BY A. P. NIGHT WIRE.]

PRINCETON (N. J.) Nov. 6.—Harvard University football team defeated the Princeton eleven here this afternoon 10 to 6. It was the fourth consecutive victory for the Crimson over the Tigers since 1912, and the defeat shattered all hopes of the Orange and Black to any claim to the eastern football championship of the present season.

Notwithstanding the apparent closeness of the score, the honors of victory belong chiefly to Harvard, for the contest considered as a whole was between the Crimson team as a combination and the individual scoring ability of Tibbott's goal-kicking toe. Not once during the entire sixty minutes of play was Princeton with its vaunted attack able to batter the Harvard eleven back across the Crimson goal line.

Twice during the struggle the Tigers plunged and sprinted through the Harvard team for more than two-thirds the length of the gridiron, only to be held, when a touchdown appeared imminent, by the superior defense of the Cambridge players. It was then that Capt. Glick called upon Tibbott to do what the Princeton team as a whole was unable to accomplish, and both times the Tiger scored a cleanly-kicked field goal. Harvard gained a decided advantage over Princeton in the opening period, when the Crimson scored her only touchdown of the contest. Both teams began the play in a slow and rather deliberate manner, from which they hardly departed at any time. Harvard proceeded to punt immediately, Mahan gained from eight to twelve yards on every exchange of kicks with Tibbott.

With the ball finally in her possession on Princeton's 45-yard line, Mahan hurried a perfect forward pass to Harle on Princeton's 25-yard line. Two short gains were followed by a ripping line plunge, in which King swept through a great hole between McLean and Nourse and over the line for a touchdown, which Mahan quickly converted into a goal.

KICKS.

There was no further scoring in the first period, but Mahan and Tibbott each added a drop-kick goal in the second session of the play. Harvard's better-conceived and more puzzling attack brought her within five yards of the Princeton goal line. Four times the Tigers hurled the Crimson Jerseyed line and back field toward the latter's own goal and, by repulsing this savage attack, regained possession of the ball within a few inches of their goal line. Driggs, standing behind the goal posts, kicked to his own 40-yard line, where Watson made a fair catch, from which Mahan kicked a placement goal, completing Harvard's scoring for the day.

Stung by the unexpected strength and power of Harvard's attack and defense, Coach Rush's players turned loose on the Crimson the full force of the Tiger offense. From inside her 20-yard line Princeton swept up the field toward the Harvard goal with a series of brilliantly executed line plunges and short runs just outside tackle. Until Harvard was forced to within twenty yards of her own goal posts the Crimson secondary defense seemed unable either to diagnose or check the Orange and Black advance.

With a touchdown in sight, Princeton suddenly discovered that the Harvard scrimmages were welded into an invulnerable line, while the ends and second line of defense swept up to block even the slightest suggestion of an opening. Three times Shea and Glick plunged against this stone wall, to be thrown without gain, and it was Tibbott that finally turned the march upward to a score by a drop kicking the ball over the goal bar from the 25-yard line.

SAME THING.

Princeton's second field goal was made under almost identical conditions in the third period. The only difference was that the Tigers' attack was longer sustained and gained more ground.

During the contest Harvard out-kicked and out-rushed Princeton, out-kicking and out-rushing Princeton, out-kicking and out-rushing Princeton.

(Continued on Tenth Page.)

GAME IS POSTPONED, BUT OREGON LIKES WEATHER.

Northerners Engage in Impromptu Sprinting Contests and Enjoy Life on the Sloppy Field — The Whole Aggregation Appears to be Overburdened with Lots of Speed and Snap.

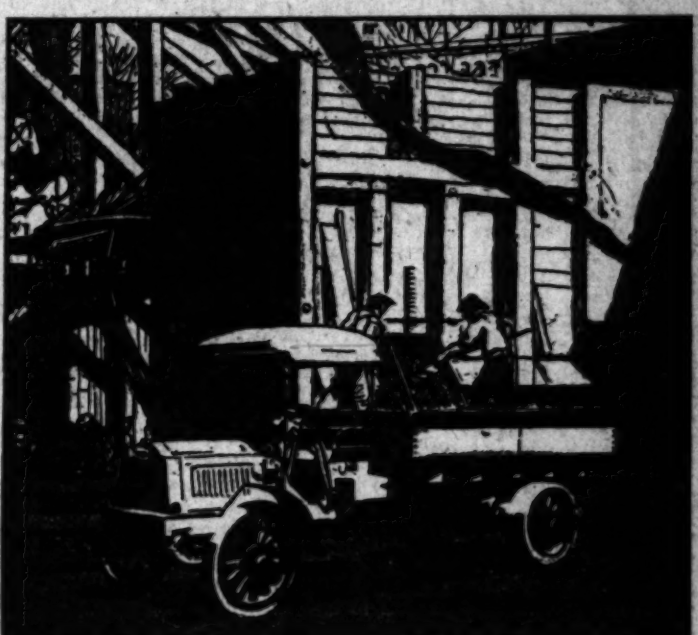
THE local games which were postponed yesterday will be played as follows: U.S.C.—Oregon—Bovard Field, Monday. Pasadena-Santa Ana—Pasadena, Monday. Occidental-L.A.A.C.—Oxy, Wednesday. Manual-Hollywood—Manual, November 24.

Although the Oregon-U.S.C. football game was postponed until tomorrow any stray steersman, qualified to pilot himself through the numerous tears of Jupiter Pluvius out to U.S.C., yesterday afternoon, would have received the full worth of the price of Monday's ticket.

About 3 o'clock the forlorn and bedraggled members of the press who were hanging around and hoping against hope for something to happen heard a mighty tramping and other mysterious sounds proceeding from the gymnasium and hurried thither to find Coach Glase putting his Trojans through a stiff signal practice. Malette's signals echoed from wall to wall and the heavy line charged down the floor like a bunch of Greeds doing the Maxixe. Soon the men tired of such gentle sport and sought the locker-room.

About half-past four a fleet of fit-nees drew up and deposited a score of husky youths on the rain-swept campus. Behind them, in an overcoat that trailed the ground and peculiar-

(Continued on Eighth Page.)



Packard

TRUCKS ARE USED BY 127 CONTRACTORS IN 74 COMMUNITIES

They stand the strain of heavy hauling, the shock of rapid loading and unloading, and the wear and tear of continuous work—because they are built for severe service by a company of long experience, immense facilities and great responsibility.

PACKARD NEW TYPE WORM DRIVE TRUCKS have, among other advantages for contractors' work, a dump body feature which is unusually effective.

Packard 3-Ton Worm Drive \$3400 f. o. b. Detroit Immediate Deliveries

Packard 4-Ton Worm Drive \$3800 f. o. b. Detroit Delivered in Two Weeks

Barclay C. Anthony, Inc.
TENTH AND HOPE

"Ducktex" Shooting Coat

Guaranteed rain proof, will not crack or crumple, goesamer weight and the right color. Price \$6.00.

The "Duxtex" Golf Coat

Made with golf back, and The "Duxtex" motor coat, three-quarter length, new this season.

"Good Shooting Goods"

Tufts-Lyon Arms Co.

428 South Spring St.

TROUT SEASON OPEN UNTIL DEC. 1ST.

20 Per Cent Discount On All Trout Tackle

Includes Rods, Reels, Line, Hooks, Creels, Bait, etc.

On Sale This Week Only

Everything Outing and Athletic

Cline-Cline Co.

SUCCESSORS TO DYAS-CLINE CO.

Spring at Sixth

From Nothing to Sixty-two in Thirty.

"TWIN-SIX" IN
"PICK-UP" TEST.

Twelve-cylinder Touches Sixty-two-mile Speed.

Forty-five-mile Mark Reached in Fourteen Seconds.

Mile a Minute Fails to Show the Vibration.

Thirty seconds, suspended of the speed ordinance was the novel permission granted a big Packard "Twin-Six" yesterday on a lonely road near the city limits by two members of the county motorcycle force. A sixty-two-mile speed from a standing start in that space of time was the good use that the Packard "twelve" made of her thirty seconds of grace—a performance that would not be creditable to a racing car and which was really remarkable acceleration for a stock touring car with full equipment and a five-passenger load.

Out on Winthre boulevard "Tommy" Pillow was demonstrating some of the "stunts" of the new Packard for Al G. Waddell, automobile editor of The Times, and several other newspaper men. On second speed the big car had shown her ability to reach the thirty-mile limit in less than ten seconds, and "Tommy" was eager for a chance to see what the "twelve" would do with a few more seconds opportunity.

A chance meeting with Officers Clark and Tving of the county motorcycle force resulted in the permission to make a speed test under proper supervision. Both officers went along with their stop watches to see that the time limit was not exceeded.

A lonely, level stretch of road was chosen for the test, after making sure that no traffic was approaching.

SOME SPEED.

With second gear engaged "Tommy" dropped in his clutch as Clark and Tving and W. H. Henry of The Times pressed the release of their stop-watches. With an acceleration like an express elevator the big car shot down the road in fourteen seconds the 45 mark had rolled around on the Warner speedometer, and at 48 "Tommy" reached for his gear-shift lever. It is a ticklish matter to "shift" at 48 miles an hour, but the high gear engaged with a click, and the speedometer started to climb again with scarcely interrupted speed.

At 27 seconds the 60 figure was fairly under the black needle, and as the three timers called the thirty seconds, a full sixty-two miles was registered on the speedometer.

Just to make sure that no slope in the road aided the performance of the car, "Tommy" turned the Packard around and repeated the test, getting a trifle better than the sixty mark on the second trial, as a strong head wind was blowing.

NONOGENARIAN
TAKES HONORS
OF TOUR CHAMP.

E. L. Hopkins, 92 years old, of Poplar Bluffs, Mo., is the world's champion "old man" automobile tourist.

He clinched his title yesterday when he drove down Broadway in a Maxwell "25" touring car and completed a 2300-mile trip from his home to Los Angeles. It was the second "jaunt" of the kind Mr. Hopkins has essayed in two seasons.

Last year Mr. Hopkins had a large car and a driver. This season he chose a small car, "canned" his driver and insisted on handling the wheel of the machine for a greater part of the long trek across country.

"This automobile is going to add ten years to my life," says the revered Missourian. "Two years ago I thought I was good for only a little while longer. Now I know I'm going to pass the hundred-year mark—and I blame it all on my machine."

NOT A CHANCE.

(LOCAL CORRESPONDENCE.)

REDLANDS, Nov. 5.—C. J. Willis returned today from an auto trip to San Francisco and is glad that he listened to the small voice of caution while there. He stopped his machine in front of an office building one morning and debated whether to go to the trouble of locking the car or not. He finally decided to do it, and locked it with the device of Bert Osborn of this city, which throws the wheels to the left. When he came back he found the car jammed up against the curb quite a distance from where he left it. A newsboy near by told him that two men jumped into the car and started to drive off, but when the car ran into the curb they jumped out and ran away. The lock is so made that a car always runs into the curb after it has gone a short distance.

FAIR MOTORIST
SCORES IN THE
MILEAGE TEST.

It is in the hands of private users that automobiles show their best results, according to Harris Hanchus of the Apperson agency. He says it is not what the dealers are able to show by demonstrations that has as much influence on the prospective buyer of a car in this period of the business as what the car shows for itself when in use by an owner. The dealer knows what shape the car is in before he leaves his store; he knows how it will perform on certain hills or what the gasoline mileage will be. The purchaser does not know what results he will have until he has bought the car and learns it through experience.

Sometimes the private user is able to show the dealer some things in the car's favor, as well as express his dissatisfaction at other things, which the dealer has come to expect, says Hanchus. However, it remained for Miss Gladys Eaton to establish the whole Apperson organization that they had not given the new eight-cylinder cars a sufficient test to learn how really exceptional they are.

Mrs. Nellie Ferguson Eaton, mother of Miss Gladys, took delivery of the car in San Francisco. With Miss Eaton at the wheel, it was sent a distance in excess of 1000 miles in the northern section of the State and around San Francisco. Then they toured to Los Angeles, and when the lot that had been kept carefully was flurried out, it was ascertained an average of sixteen miles to the gallon of gas had been obtained. This is an exceptional mileage for an eight-cylinder car.

BROADWAY SHOW
CARS FOR FAIR.DURANT TO DRIVE AT PHOENIX
AND EXHIBIT THE FULL
CHEVROLET LINE.

One of the attractions at the big Arizona State fair to be held next week will be the exhibit of the Chevrolet Motor Company of this city.

Babbitt & Polson of Williams and Phoenix, who represent the Chevrolet line in that State, are anxious to make a big showing during the fair week, so they sent their Mr. Admussen here to secure the co-operation of this office, with the result that the entire exhibit at the recent Broadway Auto and Flower Show will be sent on to Phoenix. In addition to this sufficient pressure was brought to bear to induce R. C. Durand, the manager of the local Chevrolet branch, to bring a racer and drive in the track events to be held there.

Speaking of this Durand said: "I had wanted to be in on another Phoenix race this year, but as there was nothing doing in this line I finally consented to drive in the race events at the fair, and have had a new racer sent out for me, which is here now, and which will ship on to Phoenix this week."

TAKES AGENCY
IN SAN DIEGO.

G. M. Flint, manager of the Moline Automobile Company's local branch this last week placed an agency for the Moline-Knight autos with H. F. White of San Diego, who will look after the interests of this car throughout the whole of San Diego county.

White first became interested in the Moline-Knight after observing the work which it did for a neighbor of his in San Diego and this man was so well pleased with it and recommended it so highly that he, Mr. Flint, bought one also through Mr. Flint and after driving it for several months he decided to take the agency for the line in his territory.

In addition to San Diego, Mr. White will also cover the Imperial Valley as he and his associates have large interests there and have been making the trip back and forth from San Diego several times a week and already have been instrumental in selling four of these Moline-Knight in the valley.

In New Zealand there are a large number of licensed jockeys, who do not ride whether it is owing to lack of opportunity or no particular desire to follow their calling after taking out licenses is not known. In 1910-11, a total of sixty-nine jockeys did not get a mount. For 1913-14 the number was forty-two.

BURT PRAISES GO
FOR BROADWAY SHOW.

"I WANT to go on record," says W. J. Burt of the Burt Motor Car Company, the Auburn distributor, "as saying with all possible emphasis that the recent Broadway Automobile and Flower Show was the most successful ever held in this city, and we have shown at practically all of them."

"I do not refer merely to attendance. That speaks for itself. I am speaking of the actual results accruing to exhibitors. Take the Auburn exhibit, for instance. We actually sold seven cars during the week and lined up by actual count 250 live prospects for future consideration. I presume other exhibitors did equally as well. As a means of bringing automobiles and automobile agents closer to the buying and the general public, there has been nothing else that approaches it."

"The show was a splendid success from every point of view, and surpassed in its practical results my most sanguine expectation."

The 1916
COLE 8
The Standardized Car

Built to Anticipate the Future

Few motorists object to reasonable cost of motor car maintenance.

But everyone rightfully resents the useless cost of making adjustments and repairs on inaccessible constructions. Lots of time, work and cost to get at vital parts.

In the 1916 Cole 8 the entire construction has been thoughtfully planned to make it the most practical and accessible car built.

Not that we anticipate repairs—but to insure against them. All adjustments are easily and quickly made. Accessibility is but one of the many points wherein the 1916 Cole 8 excels.

Cole Motor Company
242-48 S. Olive St.

Attention, Motorist

Prepare For Wet Weather Equip With the

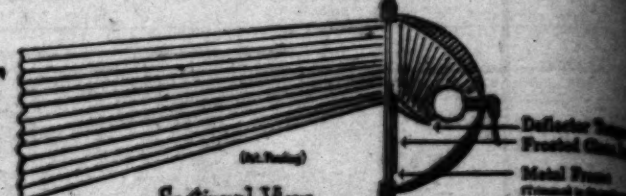
Fisk Red Top
The Supreme Non-Skid Tire

3 1/2 x 30, \$13.40; 4 x 34, \$22.40
4 1/2 x 36, \$31.60; 5 x 37, \$37.30

The Fisk Rubber Co.
OF NEW YORK
100 and Hope Streets
Los Angeles
Colorado and Franklin, Pasadena

STATE LAW SAYS
DIMMERS

JANUARY 1, 1916

BUY THE
CRESCENT
BE SAFE
GET RESULTS

READ

CHIEF SNIVELY'S ENDORSEMENT

October 11, '13

"We have used 'Crescent' dimmers on the police machines for the past four weeks, and to say that they are giving the most nearly complete satisfaction to the drivers of these machines of any of the numerous dimmers we have tried."

I would advise automobilists to complete their machines with a satisfactory dimmer at rather than wait until the law goes into effect the first of January, and by so doing lessen the likelihood of injury to themselves and their drivers. Very respectfully yours,

C. E. SNIVELY,

Chief of Police, City of Los Angeles Police Department.

A NEW \$50.00
WARNER \$14.50
FOR YOUR OLD INSTRUMENT AND

This is our regular monthly Exchange Week on Warner Speedometers. Don't go to the expense of having your old instrument repaired, but bring it in to us together with \$14.50 and we will give you a \$50 Warner Speedometer of the world's best. But be sure you get the right place, note the address fully—115 East 10th St.

MAIL ORDERS SOLICITED—Send in your old Speedometer head

CALIFORNIA SALES CO.
STEWART-WARNER PRODUCTSNote Address 115 EAST 10TH ST.
Pasadena Branch, 176 East Union StreetThe ALL YEAR Car Means a
KISSEL KAR

Invented and introduced by Kissel last season, the ALL-YEAR Car comes to you this year improved and perfected in design. A Sedan Top for the Touring model, a Coupe Top for the Roadsters, each a model of skilled and careful workmanship, each to all intents and appearances an integral part of the car as a whole—in no sense a makeshift in every sense a convenience and an achievement.

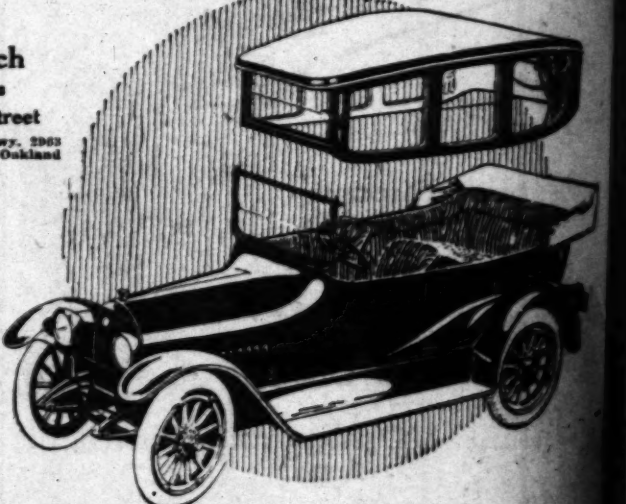
This striking example of KISSEL ingenuity and thoroughness enables you to have the continuous and economical service of one car the year 'round. Its Detachable Top is readily interchangeable by two expert men within half an hour. A closed coach when it's chilly or dusty, an open car when it's warm and pleasant.

The
ALL-YEAR
Car

Is made in a variety of models, including the 32-Four, Roadster Coupe, at \$1450; the 36-Four, Five Passenger Sedan, at \$1600, and the 42-Six, Five Passenger Sedan, at \$2000, and the Seven Passenger Sedan at \$2100. Coupe models come also with the 36-Four and 42-Six chassis. They are ready for your inspection. Also the complete line of standard Kissel models. ESPECIALLY FETTERING THE NEW 32-FOUR FIVE-PASSENGER TOURING AT \$1050. All prices F.O.B. Factory.

Now here and ready for inspection, an entirely new KISSEL Truck, Worm Drive, 3 1/2-ton capacity, for \$1250 F.O.B. Factory.

The Pacific
KisselKar Branch
Pacific Coast Distributors
1001-1009 South Olive Street
Home 10457. Los Angeles. Bdry. 1963
San Francisco. Portland. Oakland



HORLICK'S
The Original
MALTED MILK
Unless you say "HORLICK'S"
you may get a Substitute.

Home Products!
Trade in your old trunk on a Home Product, Rattus River-lung, W a r d robe, Steamer, Hat or Regular. TRUNKS, TRUNK CO., 419 South Spring. Repair trunks, bags, suitcases.

INJECTION
BRO
Without Pain
Cure of the Venereal Disease

MOTOR CAR SHOW
FOR AM

BRINGING closer news of the real has yet been received in Los Angeles as the guest of George R. Bente brought the word that the Mervin factors in motor racing, was in discussion conditions East Aln number centers of the East. The great of the country is ahead of us. On the other hand there are too many materials is demanding that a sort of hysteria is sweeping of the steel makers and others have countries high and dry.

War knows no economics. What industrial conditions. Prices of known in the world before. The realization of the demoralization American industries.

Take our own Mercer factory for car today \$200 more in materials advanced. We have to keep to all the war hysteria. As a man pieces or equipment where we found instances of these are the driving chains owned exclusively by the Benz.

That the Mercer has not been caught in the great Roehling interests which outside of the Mercer plant is \$95,000 a year powers into the market a year materials to build every car and build will be one of the few factories of the 1915 cars.

Incidentally the Mercer remains retired from racing. We are going for the 1916 campaign. We have our earliest ever undertaken by an American. But there will have to be an adjustment nothing other than genuine regret that racing is on the wane due to the latest figures show that there will be next year.

And what are they doing? Preparations when horse racing was crying up the cars.

That makes a very uneven and unsteady picture to meet. It will not be popular furnishing the cars. It smacks of the speedway owner has been using. The makers and drivers gave the race, but there is another angle to take.

How about the fellow who gives the race? He surely is entitled to a sympathy. There ought to be some sort of purse was paid to the drivers in accordance with the results.

Speedways are amazingly fast, especially average made by Reata there. Today is one course where the driver is wide open all the time. It is below his front ones.

At the same time the terrific centrifugal force, throwing the oil to one side of the engine. At Chicago there was one turn where the motors a chance to catch up on each chance. The result was that most of the second cylinder.

The speedways probably will live, and will always be popular for such races.

California, I am sure, will be deepened which will reach the Coast soon. The not only chassis construction, but in a 200-hour block test of the stock average speed, on touring car gearing, distance. We figure that the test had driving. The motor, Chief Engineer, 10,000,000 times in the test.

Nix on the Ro

DEALERS AND M
AGAINST TH

THE automobile is not here because we are in a hurry. It is here because it is the greatest development and has caused the biggest revolution in modern social existence anything that has ever been proposed, or probably ever will be proposed.

Here is the attitude of the manufacturer—that the automobile is not here to enable a few people to drive at the rate of thirty or forty miles an hour if they are not caught at it, but it is here as a great vehicle in the modern scheme and the manufacturer for anything and everything to promote human life and property within reason.

The manufacturer will put on any sort of an attachment. They won't put a \$100 fender on a \$200 car. That wouldn't be reasonable. They will do anything within reason—not because California is in a hurry.



Henry Ford at the front seat is the general manager of the Rubber Company, General Electric Company, San Francisco and the Pacific KisselKar Branch.

MOTOR CAR SHORTAGE FOR AMERICA PROMISED.

REVEALING closer news of the real automobile situation in the East than has yet been received in Los Angeles, Walter A. Almy, assistant general manager of the Mercer Automobile Company, was in this city last week as the guest of George R. Bentel, Mercer distributor here. Almy also brought the word that the Mercer factory, which has been one of the most important factors in motor racing, was planning for a big 1916 campaign.

In discussing conditions East Almy said: "This is no war scare, but a prediction based upon the actual conditions as they exist today in the centers of the East. The greatest automobile shortage in the history of the country is ahead of us. Not because there are not enough factories, but because there are too many for the amount of material available. The market of materials is demoralized. I might even go stronger and say that a sort of hysteria is sweeping over the eastern production plants and the motor makers and others have gone war crazy, leaving the American industries high and dry."

NO ECONOMY.

War knows no economy. What war wants it gets regardless of prices or material conditions. Prices of materials are soaring skyward at a rate never known in the world before. The people of the West have not the remotest realization of the demoralization which the war has brought to the automobile industries.

Take our own Mercer factory for instance. We are putting into the Mercer car today \$200 more in materials alone than we did last year. Labor too has advanced. We have to keep to the Mercer standard and are doing it through all the war hysteria. As a matter of fact we have gone to England for pieces of equipment where we found that we could improve the car. Two instances of these are the driving chains made in England and a shock absorber owned exclusively by the Benz.

That the Mercer has not been caught hard in this great war jam is due to the great Roebbing interests which own the Mercer. The Roebbling pay roll of the Mercer plant is \$95,000 weekly and by taking their tremendous buying powers into the market a year ago the Mercer factory now has enough material to build every car and build it better than we did a year ago. We are one of the few factories of the entire world to meet our production in 1916 cars.

IN THE GAME.

Essentially the Mercer remains practically the only factory which has not slipped from racing. We are going ahead making extensive preparations for the 1916 campaign. We have our cars built and our schedule is the most complete ever undertaken by an American manufacturer.

There will have to be an adjustment in the racing game. There can be nothing other than genuine regret that the greatest of all motor sport—racing—is on the wane due to the great rush of speedways. I think the racing men show that there will be something like seventeen speedways next year.

And what are they doing? Preparing to kill the game much like the gamblers did when horse racing was on. The speedways themselves are killing the cars.

That makes a very uneven and unsportsmanlike proposition for the manufacturers to meet. It will not be popular with the public to have the speedways furnishing the cars. It smacks of the hippodrome too much.

The speedway owner has been using the manufacturers to good advantage. The makers and drivers gave the show. They got a good purse, that's all, but there is another angle to take into consideration.

How about the fellow who gives the public a run for 275 miles and then turns down? He surely is entitled to something. But he does not even get a reward. There ought to be some sort of a scale drawn so that a part of the purse was paid to the drivers in accordance to the distance they went.

TOO MANY SPEEDWAYS.

Speedways are amazingly fast, especially the one at Sheephead. The whole average made by Resta there Tuesday showed that. The Sheephead race is one course where the driver can't shut off his power. He has to keep wide open all the time. It he didn't his rear wheels would begin spinning before his front ones.

At the same time the terrific centrifugal force makes oiling very, very hard. Throwing the oil to one side of the crank case and holding it there by the centrifugal force. At Chicago there was one turn where the drivers shut off and this gave the motors a chance to catch up on oil, but at Sheephead there was no such chance. The result was that most of the cars had trouble in lubricating the second cylinder.

The speedways probably will live, and some of them thrive. But there will always be popularity for such races as are held at Santa Monica and Pomona.

Californians, I am sure, will be deeply interested in the new series Mercer which will reach the Coast soon. They will represent a marked advance in chassis construction, but in body designing as well. We recently had a 300-hour block test of the stock motor at the Mercer factory. The average speed, on touring car gearing, was fifty-four miles an hour for the whole distance. We figure that the test was equivalent to 45,000 miles of actual driving. The motor, Chief Engineer Dellinger estimated, turned over 2,000,000 times in the test.

Nix on the Rough Stuff.

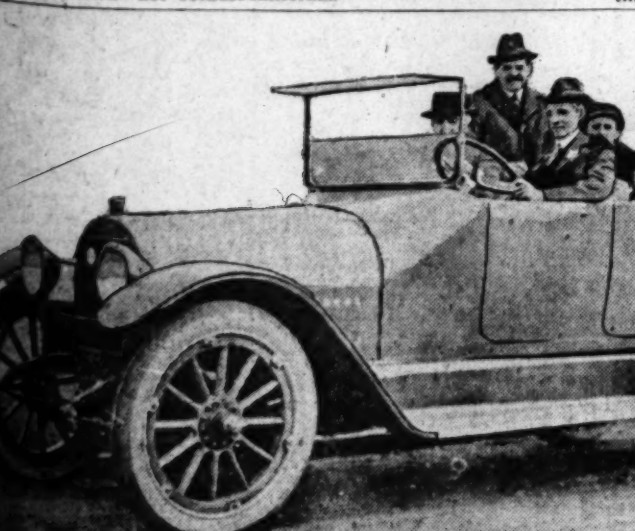
DEALERS AND MAKERS ARE AGAINST THE SPEED BUG.

THE automobile is not here because we are in a hurry, it is here because it is the greatest development and has caused the biggest revolution in modern social existence. Something that has ever been produced, or probably ever will be produced, is the attitude of the manufacturer that the automobile is not here for a few people to drive at the rate of thirty or forty miles an hour if they are not caught at it, but it is here as a great vehicle in the modern scheme and the manufacturer is doing everything and everything to protect human life and property within the limits of the law.

Some of the first men who sold cars were ex-race drivers, some liveriesmen, some hackmen, they were not experienced mechanics; cars jumped from fifteen miles an hour up to fifty and sixty and seventy miles an hour and racing was one of the chief sports, and so the whole industry has been judged by the class of men who first went into it.

HEAVYWEIGHT SHOW.

The third annual motor truck show is to be open in the Broadway rink November 17. Motor trucks and farm tractors of many makes and capacities will be included in the display, the rally every truck sold in Southern California is represented including practically all makes.



Henry Ford at the wheel of six "42" seven-passenger KisselKar.

Next to him on the front seat is Thomas A. Edison. Immediately back of Mr. Ford is H. S. Firestone, president of Firestone Tire and Rubber Company, Akron, O. Next to Mr. Firestone is W. G. Bee, vice-president and general manager Edison Storage Battery Company, Orange, N. J. On the back seat is F. D. Fagan, Coast manager of the Electric Company, San Francisco. Between Mr. Ford and Mr. Edison is Wm. L. Hugson, president of the Pacific KisselKar Branch.

Klean Hands Soap 15c Can

—A soap to carry in your car as it requires no water to thoroughly cleanse your hands. Removes grease and dirt and is harmless. 15c a can, 2 for 25c.

Top Lining Dye 75c Qt.

—A dye that can be applied with a paint brush to make the top lining look like new. Olive green and black, 75c quart.

Demountable Rim Tire Covers \$2.25

—Heavy black enameled drill covers with wire beading to hold covers tightly to the rims. Give us the tire size, the make of car or rim and we will have made a perfect fitting tire cover at \$2.25.

Goodrich Silvertown Cord Tires at Bullock's

—And every one of First Quality with serial number intact, warranted by the B. F. Goodrich Co. and by Bullock's. Some of the most wanted sizes at Bullock prices—

Auto Robes \$5 and Upwards



—At \$5 there are splendid robes for auto use. Mostly about 72 inches long and of different colors and plaids. Beautifully patterned and heavily fringed—values we are proud to offer at \$5.

—From \$6.50 to \$35 are rich heavy robes at a variety of prices. Some plaid on both sides, others with one side in plain color. It's a pleasure to show them, the prices are so favorable and the quality so desirable.

New Zealand "Kaiapoi" Rugs

—Great big beautiful all-wool steamer rugs woven by the New Zealand Government Woolen Mills for display at the Panama-Pacific International Exposition are now on sale at Bullock's Auto Supply and Tire Section.

—The texture is so soft yet firm, so filled with quality you'll readily see they are woven from the finest grade of long strand wool. (The laws of New Zealand stipulate that woolen goods must contain no cotton.)

—Only 66 of them—no two alike—plan to see them early Monday morning. Priced at \$15 to \$35.

Steady Steerer for Fords \$2

—An attachment that reduces side sway to a minimum and makes steady steering much easier. Can be attached in a few moments. \$2.

Valve Re-Seaters for Fords 50c

—A handled re-seating tool with a 1 9-16 inch cutter and pilot to fit the valve seat. This tool will remove carbon deposits, dress off imperfections and reseat the valve seat accurately.

Clocks for Fords \$2.25

—Made to fit in place of the retaining bolt on the end of the steering column. This brings the clock in the center of the steering wheel where it is easily seen. \$2.25.

Cable Manifold for Fords 50c

—Consists of four wires running from the timer to the coil. Wires are encased in an oil proof manifold, rubber tipped. The loss of current from leakage in old wires would more than offset the price of this manifold—50c.

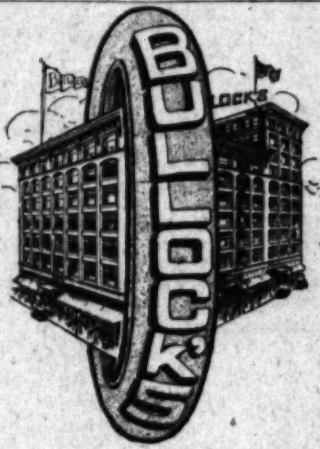
Muffler Cut-Outs for Fords 95c

—Each set includes a heavy clamp-on cut-out valve, locking foot pedal, cable, spring and pulley. Very easily installed—95c.

NEW VULCANIZERS.

(LOCAL CORRESPONDENCE.)

POMONA, Nov. 6.—Edgar Huyck and Boyd Hocker of this city have gone into the automobile tire and vulcanizing business at San Bernardino. They have opened up a tire agency at No. 772 East Third street in that city. At present they have the Racine tire agency and they will probably add other makes. Mr. Huyck comes from the Hendie tire factory at Torrance. Mr. Hocker is manager of the Pomona Valley Canning Company in this city.



Storage Battery Testers \$1.25

—Acid hydrometers with long syringe for testing the gravity of the fluid in the wet storage batteries. They can also be used in filling the batteries with distilled water. \$1.25.

Canvas Tool Rolls 50c

—Empty canvas tool rolls made to hold your tools so they will not rattle and will be easily found. 50c each.

"Shino" Mitten Dusters 50c

—Chemically treated wool dusters that fit the hand like a mitten and make dusting easy and efficient. May be washed when oily. 50c.

Bullock's for Fair Prices on First Quality Auto Supplies and Tires!

—Bullock's for the newest that's good in auto accessories—for dependable quality—for service.

—Come to Bullock's Monday morning—the Auto Supply and Tire Section holds much of interest—the prices worthy of consideration.

Tool Boxes \$1.75

—Extra heavy black enameled steel with pressed steel cover, round corners and fitted with a lock. Two sizes, 18x8x7 inches and 15x7x5 8 3/4 inches—uncommonly good boxes for \$1.75.

Oil Can Holders 10c

—Oil can holders to fit under the hood and hold the oil can securely. 10c.

"Motor Eye" \$2

—An instrument that fits in the radiator cap with one end extending into the water in the radiator. It holds an exposed thermometer so you can easily tell the temperature of the water in radiator. \$2.

Spring Oiling Clamps 40c

—Clamps made for separating the spring leaves to facilitate oiling. Well oiled springs will not squeak and are not so apt to crystallize and snap. 40c.



—Clamps made for separating the spring leaves to facilitate oiling. Well oiled springs will not squeak and are not so apt to crystallize and snap. 40c.

Ammeters 50c

—Small practical meters for testing dry cells. Register from 0 to 40 amperes. Know the strength of old and new cells—protect yourself—50c.



Bullock's Broadway at Seventh

34x4 at \$29.35	34x4 1/2 at \$32.60
36x4 at \$31.10	36x4 1/2 at \$34.55
37x5 at \$42.85	

—All tires purchased at Bullock's will be put on without extra charge, too.

—Bullock's also handles the regular Goodrich tires, United States, Fisk and Kelly-Springfield tires.

Buy Fisk Tubes at Bullock's

—Bullock's is the Pioneer of Fair Prices.

—Note these Fisk Gray and Red Tubes—

Size	Gray	Red	Size	Gray	Red
3 x30	\$2.00	\$2.35	4 x34	\$3.70	\$4.10
3 1/2 x30	\$2.40	\$2.70	4 x35	\$3.90	\$4.25
3 1/2 x32	\$2.55	\$2.90	4 x36	\$3.90	\$4.25
4 x31	\$3.40	\$3.65	4 1/2 x35	\$4.60	\$5.10
4 x32	\$3.55	\$3.95	4 1/2 x36	\$4.75	\$5.25
4 x33	\$3.55	\$3.95	5 x37	\$5.65	\$6.30

Halladay Shock Absorbers for Fords \$5.50 Set of Four

—Note—Installed for 45c Extra

—A special money saving price on these famous standard shock absorbers. Their use will make an appreciable difference in the riding comfort of your Ford.

—Remember that the installation charge is but 45c. Plan to bring your Ford to Bullock's, Monday morning.

Men's Overcoats \$17.50 & \$20

—Snappy styles for men who want "class"—Rosenwald and Weil's exclusive "Bally" models and other striking effects in attractive patterns and the newest heather shades. Some have both sleeves and back cut from one piece of goods in the improved Balmacaan style. Well tailored overcoats of real individuality at \$17.50 and \$20.

Gauntlet Gloves \$1.50 to \$3

—Black gauntlet driving gloves we have had made to meet the demands of motorists. Gloves that we believe combine comfort, wear, service and neat appearance in an unrivaled way for \$1.50.

—Others at \$2, \$2.50 and \$3. At \$3 we have a splendid glove of genuine horsehide that is very soft, both in hand and cuff, and may be rolled into very small size. \$3.

Time for Weed Chains

—Buy them at Bullock's, Monday. —If not convenient to call, phone and let us send your size. —The cross chains for repairing old chains may be had at the following prices: 3-inch, 5c; 3 1/2-inch, 6c; 4-inch, 8c; 4 1/2-inch, 10c; 5-inch, 12c.



DIVERGO

(Diverging Angle)

In designing Divergos two vital standards had to be met.

1.—GLARE MUST BE ELIMINATED

Not alone because law demands it. Good sense demands it. We designed to comply with the law, of course, but we designed primarily to give safety and service. Good sense dictates such service without a law. But law helps educate the road hog or spot light freak to consider the safety and comfort of others. Divergos were designed to meet the conditions that have existed for a long time before correcting laws were contemplated.

2.—A FULL, CLEAR DRIVING LIGHT AT NIGHT

—Why use powerful lamps, expensive reflectors, costly generators and batteries if you are going to cut off the light or dim it? That is a step backward. To follow the trend of the trade you must keep the light, all or more if possible, the more the better, but simply and effectively cut off the glare.

THESE TWO STANDARDS HAVE BEEN MET IN DIVERGOS

You do not need to buy dimmers or reflectors to comply with the law. You can bend your lamp brackets so the center of the light will strike the road 75 feet in front of the car, or frost the glass or use a bit of tissue paper or Bon Ami on the lower half of the glass. Any of these things will cut off the glare, but they give a poor and unsatisfactory driving light.

IF YOU WANT THE FULL DRIVING LIGHT AHEAD WITHOUT THE GLARE—BUY DIVERGOS.

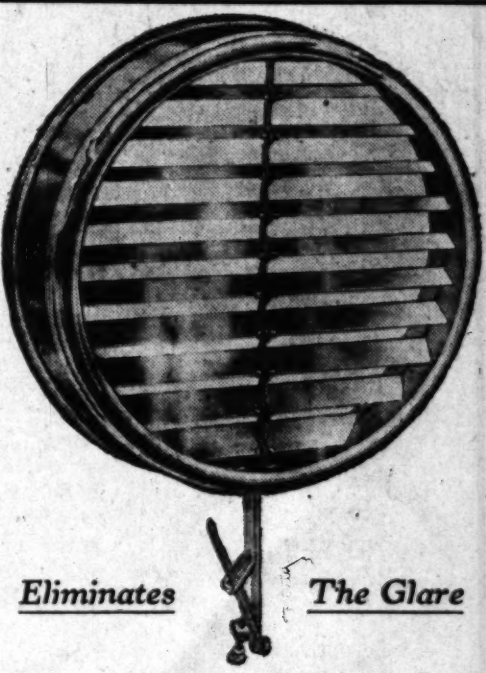
Divergos give full benefit of lamps and reflectors, are a classy addition to your car, are substantial and durable, and can be so operated from the seat that you can throw the light up for outlining objects on a hill or for reading signs, or right down in front for slow and dangerous driving.

IF YOU WANT AN ALL AROUND SATISFACTORY DRIVING LIGHT BUY DIVERGOS

ROTARY PRODUCTS CO.

1013-15 So. Los Angeles St.—LOS ANGELES, CALIFORNIA.

Main 743



Eliminates

The Glare

Home Product

Free WE DO NOT RETAIL. Bring an order from your dealer to our factory and our experts will quickly attach a set of Divergos to your lamps without extra charge. At request of dealers, to avoid the rush, this offer is extended to December 1, 1915.

SUNDAY MORNING.

Thrilling. AUTO PIONEERS LOCAL AUTOISTS.

The Brothers Pilot Car to
Unknown Country.

Boat to Mines in Southern
Utah in Franklin.

Machine Hoisted Over Grade
on Strong Cable.

According to reports no other au-
tomobile had ever been able to
climb a grade as steep as the five
mile road, Oscar C. Otto J. Co-
well, Jr., Dr. L. Paul and Hector N.
Zahn just returned from an in-
vestigation of their mines on the south
side of the San Juan River, Utah,
and a new motor road rough ride.
With the Franklin car, men
and equipment weighing 4500 pounds,
the route traveled covered 2655 miles.

is first by a hood. However,
out with a load of "prop-
erty. By sheer accident the
yonder," said "Wild West"
or man, and they were of the
but when the race was intense

EVER STAGED

the barriers will be removed
ravan passes through.
will be necessary for all
suring to San Diego before
to follow the old detour
or car dealers, not only in
but throughout Southern Cal-
are entering into the spirit
celebration and all it means
California, and are propo-
methods for getting a big
honor of the exposition, and
highway.

stating out that it will be Southern
California's big chance to open a
which is sure to become famous
celebrate the keeping open
position during 1916. Some-
all yesterday issued the fol-
lowing statement to all motorists:

Thanksgiving Day will be a
thanking for two things of great
importance to the automobile
California. One is the com-
pletion of the exposition, and
the other is the completion of the
highway between San Diego and
Los Angeles.

order to do this fittingly,
ative that each automobile
should make himself a com-
pass that every possible
on November 25.

position motorist is invited to
There will be special festi-
position and along the
no motorist would care to
one in charge plan to make
and one big holiday.

These will be sent to \$750
the Automobile Club and
to be present on the
Thanksgiving Day, when the
cars.

Nifty.

SITORS HAVE
STUNNING AUTO

AWAITS OWNER AT
IN PASADENA.

al Equipment Gives
American-built Six Appearance
of the finest examples of
each work ever seen on the
Paige light six, which arrived
last week of Mr. and Mrs.
Middleton of Pasadena
York, at their beautiful
laka, at No. 1611 Milton
Pasadena. The car was ship-
ped by the factory for use of
Middleton in Southern Cal-
and the owner accepted
through Smith Bros., Southern
California Police distributors.

body is a special one, de-
signed for the car, and the finish is a
sample of the body paint-
ing, the special upholstery is
seat covers of a rich
green stripe. Wire
appearance of the car.
is crimson lake, add to
the car, which cost its
owner \$1600, has the ap-
pearance of a car which
at prices ranging from

the same shipment
this specially finished
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owner \$1600, has the ap-
pearance of a car which
at prices ranging from

These extra cars were
by the great
silvered almost as soon as
delivered and before
one of this shipment had
regular shipment had been

It was accomplished on the same
trip which the car was equipped
to go on. Going up meant
a goodly marring the trip.
a goodly marring the trip.
a goodly marring the trip.

According to the Dixie highway
officials, this tour over the proposed
route should bring to a climax
the activities of those interested in
the movement and those living along
the route. Already some sections of
the road have been completed and in
other sections work already
started. It is believed that within
the next three years the entire road
will have been completed. Several million
dollars already have been subscribed
and enthusiasm along the route is at
a high pitch.

BATTERY PLATES.
Allo B. Hamilton, proprietor of the
Los Angeles Ignition Works, which is
agent for the Vesta line of products,
announces the arrival of another big
shipment of Vesta battery plates, the
second that he has received this last
month. These plates are to be used
in renewing the plates on all makes
of batteries which Hamilton claims is
neglected more than any other part
of the automobile and yet a thing
that, with a little care, would last
much longer and give much better
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ners. The brothers, all sturdy men,
were taxed to the utmost to overcome
the tumultuous speed. Once one of
them slipped, throwing the weight of
the car on the other three. They
planned their faith on the cable. Hec-
tor's nerve and their own will. When
the grade was conquered, they grave-
ly shook hands and promptly forgot
its perils. For other perils lay in
wait.

There was Marsh Pass, which they
accomplished, although they knew
that the government on several oc-
casions had failed to send a car
through it. The going was frightful.
The Franklin bucked and skidded
off broken and jagged stones. But it
won.

The brothers celebrated these two
world's records by chalking the stones
and photographing the historic spots.
Bearded like pirates they proved ver-
itable devils to the Indians into whose
territories the strange machine pen-
etrated. Far from exciting curiosity,
the Indians shaded their eyes and
turned backs on the car. It was their
first glimpse of an automobile, and
unless other hardy pioneers make the
trip, it may be the last.

Southeastern Utah, which was
reached after Arizona had been trav-
ersed from north to south, and from
east to west, excels, the Zahn brothers
report, the Garden of the Gods in
scenic beauty. There they found the
big, natural bridges of the world and
the most fantastic formations. The
Franklin has the credit of being the
first car to penetrate this section.

is first by a hood. However,
out with a load of "prop-
erty. By sheer accident the
yonder," said "Wild West"
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and the owner accepted
through Smith Bros., Southern
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Hamburger's Auto Supply Store

A Week of Exhibitions and Demonstrations of Auto Accessories Made in Los Angeles

—An occasion that demonstrates the thorough co-operation of the manufacturers of Los Angeles with Ham-
burger's—a co-operation that means lower prices for Hamburger customers because Hamburger's immense
distributing facilities mean sales of greater quantities for the makers, and greater quantities mean lower
prices. This, together with the Hamburger spot-cash buying power, has made Hamburger's the distributing
center for thousands of dollars' worth of Los Angeles made products—a distribution that is constantly growing day after day, and
month after month.

"34-Years" Sale In the Auto Supply Store

—Presents many opportunities of great money-
saving possibilities for the autoist and his auto—
these merely hint of the many, many others—look!

Stewart Speedometers, \$6.20

—Stewart magnetic-type instrument for
"Fords" with trip register and 10,000-
mile odometer—complete at \$6.20.

Wool Dusters, 20c

—Handy for dusting off the body or
fenders of your car; made of fine soft
wool that will not scratch the finest
finish.

\$2.25 Auto Gauntlets, \$1.25

—These gloves designed specially
for those who desire a soft, pliable
gauntlet—made throughout of
high-grade leather in a rich tan
shade—\$1.25, for this week only.

Men's Garage Suits, \$1.35

—Specially priced for the "Anniv-
ersary" Sale—roomy and well
made; tan and blue stripe effects
only; large pockets, all buttons
riveted on; all sizes for men.

\$4 Thermos Bottles, \$2.45

—The best grade, and the genuine "Thermos";
assorted styles and finishes, in the popular
quart size—also the regular \$3 pint size at \$1.95

"Invincible" Ford Spark Plugs at 45c

—Hamburger's "Invincible" brand plugs are most efficient
for Ford cars—genuine vitrified porcelain and nickel steel
electrodes—absolutely guaranteed.

"Ford" Head Lamps, \$7.50 pr.

—Beautifully finished in black enamel, with
genuine silvered reflectors—The latest elec-
tric lamp for the "Ford" Car—\$7.50 pair.

Dash Oil Gauges, \$1.25

—The "Hans" dash gauge, showing the exact
amount of oil in your car. Instantly in-
stalled and read at a glance. Regularly \$5.00,
now, \$1.25.

Also full nickel-plated at \$1.35.

5 lbs. Graphite Grease, 65c

—Don't overlook this opportunity to buy the real "Til-
ton's" \$1.00 size Graphite Grease at 65c. The grease
that lasts! Also 1-lb. cans at 15c.

(Auto Supply Store—Main Floor)

Exhibit—Stewart Gloves—From the Tanned Skins to the Finished Product

—A very interesting demonstration of glove making—showing the superi-
ority of Los Angeles-made gloves; an exhibit that will be well worth the time
you spend to see it. Made in Los Angeles by Stewart Bros. Glove Co.

"Beacon" Storage Batteries—Exhibit

—Showing the construction and the ma-
terials that make the "Beacon" Starting
and Lighting Batteries a popular fa-
vorite. The life of a storage battery de-
pends a great deal upon your knowledge
of how to use it. Full information here
free.

Made in Los Angeles by
"Beacon" Storage Battery Co.

Automobile Tire Sundries

—A display from the largest manu-
factory of its kind in the West, in-
cluding—

—Inner Shoes —Lamp Tubing
—Blow-out Shoes —Inner Tubes
—Radiator Hose —Bumpers, etc.

—The highest grade auto tire acces-
sories made—"best by test."

Made in Los Angeles by
Jackson-Eno Rubber Co.

Exhibiting Crown Auto Goggles

—They will attach to hat or cap and cover the vision perfectly without a ray
of light entering at any point.

—Without removing the hat or cap a tension hinge allows the goggles to be turned
up to the brim of the hat or cap, allowing a clear vision—same may be instantly
replaced by a slight pressure on the spring. You are not bothered with strings or
elastic band when you wear Crown Goggles. See them.

Made in Los Angeles by the Crown Goggle Co.

You Can Always Have "Klean Hands"

—A preparation for cleansing the hands.
No grease, no grit, no sand to injure the
skin. No water necessary—simply wipe
off your hands with waste as you would
wipe off cold cream. Let us show you
the necessity of having "Klean Hands"
in your auto outfit.

Made in Los Angeles by
"Klean Hands" Co.

Eliminate the Glare of Your Lamps With the Divergo

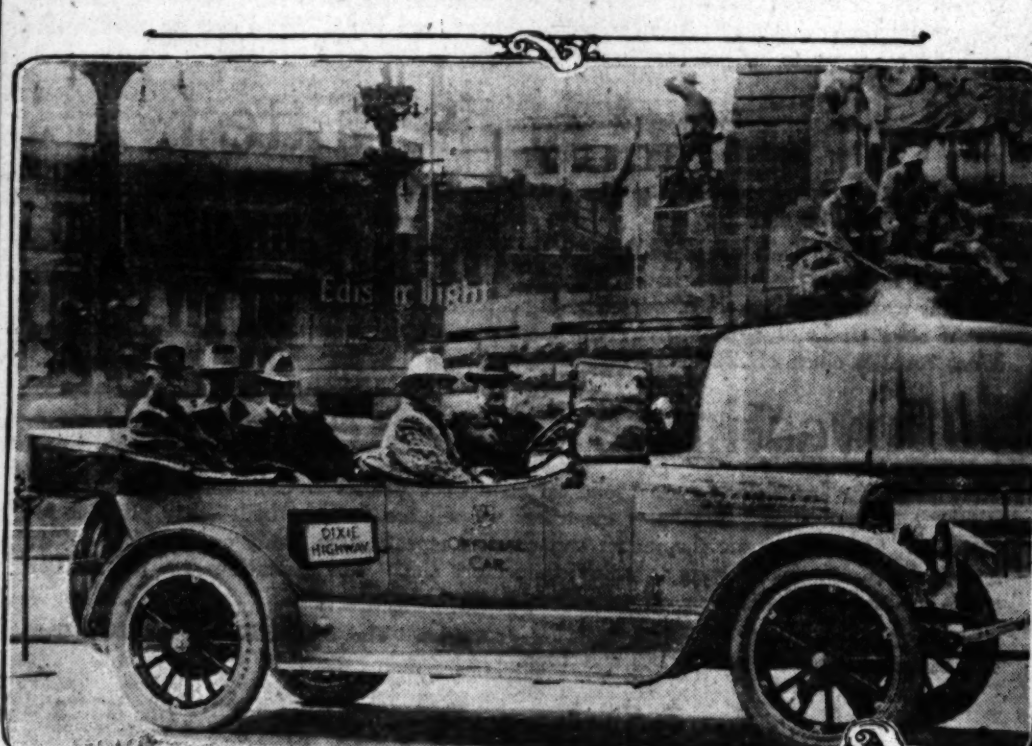
—The most satisfactory driving light on the market. The
illustration tells the story of its popularity more favorably
than words. Come in and see it tomorrow. We'll explain
every detail. You'll want the Divergo installed at once. In-
stalled free during this demonstration week. Your opportu-
nity, Mr. Autoist.

Made in Los Angeles by—Rotary Products Co.
(Auto Supply Store—Main Floor)

Demonstration "Oriental" Leather & Top Finish

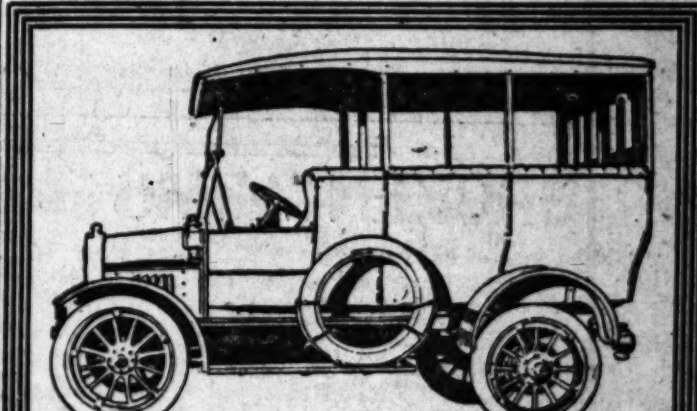
—The finish that "stays on." A finish
that will give absolute satisfaction. The
Hamburger guarantee (and ours) with
every can. Shades for all uses—red,
black, brown and green. Use it for your
leather-covered furniture or leather
cushions, too. It's equally as efficient.

Made in Los Angeles by
"Oriental" Sales Corporation



Cole "8," official Dixie highway car.

Passengers, left to right, are: Chas. A. Bookwalter (former Mayor of Indianapolis), William Herschell, Kin Hubbard
(cartoonist, and originator of Abe Martin), Carl G. Fisher (father of Lincoln Highway and speedway projects),
and A. B. Smith (factory superintendent Cole Motor Car Company).



Vim Jitney Bus

A lively, comfortable bus that carries 12 to 14 peo-
ple 22½ miles to the gallon, goes 150 miles on a quart
of oil and runs 14 months in the jitney service with a daily
mileage of over 100 miles on a repair bill of \$1.00, spells
success. It's a good, independent business to be in when
your income is \$15.00 a day, gross. They are coming to
the Auto Bus. Nineteen came to the VIM this week. The
value in the VIM is only made possible by the production
by the Touraine Company of Philadelphia of 30,000 VIMS
a year. My allotment is rapidly being absorbed.

Chassis \$720 F.O.B. Los Angeles.

Albert L. Brush, Distributor
1026 S. Olive Street.



Touring and Palanquin Car BOTH FOR \$1850

Here is the motor car investment good for every day in the year. It combines a luxurious, artistic, aristocratic closed body with the Chalmers Six-40 seven-passenger touring car body. These bodies were designed together and this is the first time in motor car building that they have been perfectly blended.

This closed body is so distinctive, so much finer than anything else of its kind, that we have given it a new and characteristic name—Palanquin, (pal-ah-keen).

When not in use it can be taken apart and stored in a small space in your garage.

As the reader knows, the Palanquin was the last word in a luxurious closed equipage used by oriental nobility before they adopted motor cars like the rest of the world. We have adapted the luxury of the Palanquin to motor car service.

Twin Bodies Designed Together

The Palanquin equipment is built with the Six-40 seven-passenger touring body. It fits it exactly. When installed it is built right into the car.

It can be quickly put on or taken off in your own garage without the expense of a shop expert. The change is simple and easy.

It can be readily taken apart and placed in a small corner of your garage when not in use.

The wide windows are of heavy plate glass, curtained with substantial silk, and four of them may be opened if desired. Simply pressing a convenient switch, lights the whole interior so a newspaper may be easily read.

Plenty of Room

The interior is arranged to give seven passengers plenty of room even when heavy wraps or coats are worn or carried.

The doors are unusually wide and swing out of the way, permitting easy entrance and exit without soiling the apparel. Both front seats are enclosed and the owner may drive with perfect comfort.

Wonderful Prices

Prices of Touring car and Palanquin Combinations:
Touring car complete with extra Palanquin equipment \$1850
Palanquin equipment only (ready to be quickly fitted to any Chalmers Six-40, seven-passenger touring body) \$350

A 3-Passenger Closed Car

If you desire a smaller closed car the Chalmers dealer can also show you a beautiful 3-passenger Victoria Cabriolet at \$1500, a beautifully upholstered and luxuriously comfortable. A classy, handsome Roadster at \$1500 may also interest you.

New Service to Owners

Every Chalmers dealer gives to every buyer of a Chalmers car a Service Book, each coupon bearing redemption for a definite amount of inspection service at any Chalmers dealer anywhere.

Chalmers Club and Chalmers Every Chalmers owner is entitled to a membership card in the Chalmers Club commencing him to the courtesy of Chalmers representatives everywhere, and to receive the Chalmers Clubman regularly without charge.



GREER-ROBBINS CO.

Twelfth and Flower

Broadway 5418

"Let your next car be a Chalmers"

BROKEN ARMS

Are the result of not having an electric starter, or of having one that does not work. We now have a good starter that we can install on most any make of car at a really reasonable price.

Our repair department is in charge of men who actually know, and is the best equipped on the Pacific Coast with no exceptions.

Electric Equipment Co.

Automobile Electricians
12th St. Between Olive and Grand.

BURN DISTILLATE.

Save from 60c to \$2.00 Per Day.

Good mileage. No changing carburetor or parts of your Truck or Touring Car. Come in and see one in operation and you will be satisfied.

T. & T.
DISTILLATE HEATERS & VAPORIZERS
For all makes of
Trucks and Touring Car Motors.

For Further Information Call at

Main 1454

147 WEST PICO STREET

Safety of Motorists Demanded, Obstructions Must Go

EXTENDED DRIVES AND OPEN CULVERTS MENACE.

BY PAUL G. HOFFMAN.
Retail Sales Manager Los Angeles Studebaker Branch.

CALIFORNIA, Southern California in particular, is becoming more and more the motorist's paradise. Our highway system is without parallel anywhere in the world. It seems unfair to direct any criticism when conditions are so nearly perfect but defects show up all the more plainly in such a case.

When the writer came to California four years ago he was rudely made aware of the peculiar way in which our sidewalk culverts are made, also later his attention was drawn forcibly to the recklessness of some people in extending private driveways far into the public streets.

It is, of course, true that Los Angeles has in the storm season a very large amount of water to take care of in a short time. It is also necessary to so build our streets that the pedestrian can get from one side to the other even when the water has completely filled the curb. This, of course, is the reason for building the sidewalk from one foot to two feet above the street level at the curb. However, it does not take account of the motorist who turns the corner rather sharply and discovers his two-foot drop only after his tire has blown up or he has perhaps broken a wheel. It usually takes an experience of this kind before the visitor to our country recognizes this type of construction and swings widely into the street when making a turn. It would seem that it would be quite possible to so construct this culvert that the water would drop off the sidewalk on to a sloping grating.

The danger of extended driveways is, of course, instantly apparent. After dark one machine making a wide swing to pass another runs a splendid chance of running into such an obstruction and being completely smashed up. This has happened in several cases and it is time that the motorist's interests were taken care of.

Three years ago progress in automobilism in Los Angeles demanded and secured from the City Council abolishment of the practice of putting a double "thank you, ma'am" at the intersection of car line and highway or paved street. That same spirit of progress today demands as a measure of safety and common sense construction of the sloped grating over culvert openings and complete abolishment of the extended private driveway.

SHOW GIVEN GREAT CREDIT.

Dealers who took part in the recent Broadway Automobile and Flower Show, and this includes practically every distributor of importance in Los Angeles, are unanimous in declaring it to be the most successful show ever held here. Among the enthusiastic boosters for the exhibit is William E. Bush, Southern California distributor for Pierce Arrow cars.

The Pierce Arrow booth was especially fortunate in drawing high-class patrons, and three dealers for Pierce Arrow cars were closed, while a fourth one was concluded last week which belongs in the list of sales made at the exhibit. Two were for sports cars, one for an enclosed car and one for a touring car.

MCDUFFEE VISITOR.

J. H. McDuffee, who was made assistant sales manager for the Willis Overland forces this spring, is in Los Angeles on a business trip, and has spent a week at the local branch of J. W. Leavitt Company, Coast distributors for Overland products, as the guest of Louis V. Starr, manager of the Los Angeles house. Accompanying Mr. McDuffee were A. D. Plughoff, vice-president and general manager of the Leavitt Company, and J. B. McMullin, Pacific Coast representative for the Willis Overland factory. Mr. McDuffee brings word from the Overland factory that the Willis Overland Company has just placed the largest contract for electrical power ever granted a central station.

AUTO THIEVES GET AWAY WITH CAR FROM AGENCY.

THE announcement that the Sheriff of Los Angeles county intends to redouble efforts to apprehend automobile thieves was welcome news to James L. Irving of the Irving Motor Car Company. Included in the \$300,000 value placed on cars that have been stolen in the first ten months of the year was the price of a brand-new Enger "6-50" that was taken from the Irving company's showroom and never a trace left.

Now that he has received the new twelve-cylinder Enger, and as it is the only one in the hands of any dealer in the United States, Mr. Irving does not care how much exertion the Sheriff's office goes to to protect automobile owners. If he lost the new twin-six by theft he would become a convert of the followers of the shoot-to-kill plan, the distributor says.

The Enger car was stolen from the sales floor between the hours of 7 o'clock Saturday evening and 2 o'clock Sunday afternoon following. So far as is known, this was the first theft in the history of the city where the car was taken from a sales floor. It had been unloaded from the train only a few days before and never had traveled under its own power except from the freight house to the Flower-street store.

DEALERS FALL IN THE LINE.

Clarence English Works for Large Representation.

Run to San Diego Exposition Taking Huge Dimensions.

Mayor and Auto Club Chiefs at Caravan Head.

Every knock's a 'boost and every boost's a double boost, so if there aren't any knocks and there is a whole lot of boost, any project is pretty sure to be a humdinger success.

At least, that is the way Manager Clarence A. English of the English Motor Car Company looks at the big Thanksgiving motor trek to San Diego. Also toward the turkey dinner at the Cafe Cristobal.

Turkey dinner in the exposition grounds at sunset has a pretty strong appeal to the King "Eight" distributor and so he said yesterday that he is going to put his shoulder to the wheel and co-operate with the Auto Club committee in charge to make the tour the biggest thing of its kind ever seen in America.

Not a Trace.

The fact that the fact that every-

body in the King salesrooms is busy turning out orders taken following the price reduction announced at the Broadway Automobile and Flower Show. But not only the turkey dinner, but the pleasure of adding in making 1914 a Southern California year is calling out the enthusiastic co-operation of Mr. English.

RHEINSCHILD TAKES THE FIELD AGAINST NUISANCE

Former Strong Cog in Yost's Michigan Scoring Machine Jumps on Violators of Ordinances Governing Placing of Obstructions on Public Highways and Endangering Lives of Southern California Automobile Drivers.

BY WALTER M. RHEINSCHILD,
Attorney at Law.

IT IS TIME that the State of California and its county and city enforce the civil and criminal laws against the placing of obstructions on the public highways.

CIVIL LAWS.

Section 751 of the Code of Civil Procedure of this State is as follows: "A civil action may be brought in the name of the people of the State of California to abate a PUBLIC NUISANCE as the same is defined in section 3480 of the Civil Code, by the District Attorney of any county in which a nuisance exists, or by the City Attorney of any town or city in which a nuisance exists, and each of said officers shall have concurrent right to sue for such action for a public nuisance existing within a town or city, and the District Attorney, or City Attorney, of any county or city in which a nuisance exists must bring such action whenever directed by the Board of Supervisors of such county or whenever directed by the legislative body of such town or city."

Section 3480 of the Civil Code is as follows:

NUISANCE DEFINED.

"A PUBLIC NUISANCE is one which affects at the same time a community or neighborhood, or any considerable number of persons, and the extent of the annoyance or damage inflicted upon the individuals is unequal."

The courts of this State hold a PUBLIC NUISANCE to be any obstruction or obstruction that is placed upon the public highways or streets, as trees, culverts, extended driveways and boardwalks.

Under the above section the cities and counties can bring a civil action to remove the obstruction and collect damages against the wrongdoer.

CRIMINAL LAWS.

The cities and counties can also bring a criminal action against the person, firm or corporation responsible for the obstruction.

Ordinance No. 19857, New Series, of the city of Los Angeles, and like city ordinances hold, "The placing of obstructions in the public highways or streets is a crime punishable by a fine or imprisonment or both."

Under Section 372 of the Penal Code of the State of California:

GUILTY OF CRIME.

"A person obstructing public streets or highways is guilty of a crime punishable by a fine or imprisonment or both fine and imprisonment."

If the officials of the cities and counties will not bring the action against the property owner guilty of obstructing the highways, the motorist will be forced to mandamus the officials to do their duty and further, the motorist will be compelled to swear to a criminal complaint against the property owner guilty of obstructing the public highways, for the obstructions must be removed.

ACTIONS BY INJURED PERSONS.

Any person who is injured by any obstruction placed on the highway is entitled to sue for damages against the property owner or city or county who has constructed the highway.

Our Slogan is: "SAFETY FIRST, THE OBSTRUCTIONS MUST GO."

PLACES FOR AUTOISTS TO SHUN

SANTA ANA CANYON is closed between Corona and Orange. It is advisable to take Carbon Canyon from Olinde to Chino.

It is not advisable to use Laguna Beach to Santa Ana via Arch Beach, as rough roads will be found in places. It is advisable to go via Irvine and San Juan Capistrano to Santa Ana. Teton Pass should not be taken on account of construction work.

Tehachapi, at the present time, is in very fair shape. Boquet Canyon is extremely rough at the Saugus end for a distance of seven miles—Mint Canyon should be used.

Mecca to Brawley, this road at the present time, is quite sandy; for those who wish to go to Brawley it is advisable to take the route through San Diego and El Centro, as this latter route is in excellent shape. Gavilota Pass is positively closed. San Marcos should be used and will be found in very fair shape.

Exception of seven miles from foot of the grade to San Juan. Santa Ana Canyon is closed, and not to be open until the 27th of the month.

Navigation boulevard, from San Juan to Redlands is quite rough. It is advisable to take the Colton road to the city of Colton then Colton avenue to Redlands and then to the city of Colton.

Loma Linda drive is closed. It is advisable to go from Redlands to Colton thence Colton avenue to Redlands. There is also a road around a bridge between Colton and Redlands.

Euclid avenue tour of Orange is still under construction. It is advisable to take the Chino road to Orange. Accurate information on routes should be secured at the Los Angeles Automobile Club, Southern California, as they are constantly being updated and will be found in very fair shape.

Don Smith, sales manager of Chandler Motor Car Company of California, has won the championship of the organization, having won the honor last week in a fishing tournament which was an all-day party at the country residence of President Earl Armstrong in Santa Barbara.

The tournament was a fishing event and the prize was a trophy and a cash prize. Smith, who took first honor, caught a large fish hooked, reeled in, and landed it. The fish was a rainbow trout, weighing twenty pounds, species which was four inches longer and ten pounds heavier than any other caught during the day.

There was the crisp aroma of fresh pop-corn in the house, and a crackle of more pop-corn in the process of being popped. Mrs. Willard, a mere slip of a woman, and four little Willards were holding a pop-corn party in the kitchen in honor of daddy's birthday.

And only a moment before, the Willards were farm folks, and could find enjoyment in the simplicity of the whole thing. It is difficult to associate a champion with anything except footlights and bright lights. There was a real home life here. That went straight to the heart of the man popping corn with a popper. He was a real home life.

Not because he likes it; Johnson because he felt that this duty—he believed in it. He had been the purpose for a physical. Following his preference he would retire to his room to satisfy his critics. Then it will be the cattle and fresh butter and eggs for the children. And real cream on the strawberry shortcake.

The children shyly ventured around the room, and then came Enid, who was a lot more afraid of the popper than they were of the popper. Such is the power of Zella, aged seven, who was four, Jess, Jr., two, were around the room, and then came Enid, who was a lot more afraid of the popper than they were of the popper.

Enid is one year old, and it is just in the nick of time to celebrate. She is a litter of puppies.

Eliminate all jar, shock or vibration. Absolute comfort of 4500-pound car, rougher roads, whether one or four persons in car. PARTS GUARANTEED ONE YEAR. 30 DAYS' FREE TRIAL. Ask for Demonstration. WESTERN TIRE & VULCANIZING CO. 315 S. OLIVE ST. Good territory open for live agents.

Good territory open for live agents.

"Only Fit for Junk!"

Every business man with a transportation problem to solve has heard that expression applied to some motor trucks after a brief service. But it never has been said of a

Mack OR Saurer

Experience is a hard school, but its teaching is effective. We admit you may be discouraged by your trial of a truck, but that is because your selection was not a MACK or SAURER. Now, profit from what others have learned when next you buy. You know the right truck would be a solution to the problem, so it is up to you to choose the right one.

Survival of the Fittest

That's what the truck industry is. The poorly constructed soon lands in the junk pile, and only the fit keeps on the job.

We have trucks in daily operation that are ten years old. Others have covered 350,000 miles. The fact Mack trucks have been built twelve years and Saurers fifteen years without one ever wearing out is proof of our claim to permanence. And this with the understanding that if other trucks of 1-ton capacity are honestly rated, the factors of safety make the 1-ton Mack equal to others of 2 1/2-ton rating.

Investigate Our Reliability

We claim to be financially the most solid exclusive truck dealers in California. Satisfy yourself by an investigation. We know the trucks we sell are the best built—they prove it repeatedly. Our patrons are the judges and constant repeat orders justify our assertions. Our service department is the goal at which competitors aim. The guarantees we put on our trucks are unequalled—that shows confidence in our lines.

The MACK is made in 1, 1 1/2, 2, 3, 4, 5, 7 1/2-ton sizes. The SAURER in 5 and 6 1/2-ton. The worm-drive MACK is in 1, 1 1/2 and 2-ton.

Mack Motor Truck Co.

1032 South Olive

Distributors for the Leading Gasoline Trucks of the World.

Mr. Wad Did

HELLO "TIGHT" !!



ESS WILLARD DOWN TO REAL

Spends First Day Here Helping Champion is Real Man With a Plan—To Fight Two More Men. Son may be Fight King.

BY HARRY A.

It is customary, we pressed the little dinkus that rings the door bell.

Through the glass panel of the door we saw something that resembled a cured ham drop down and take hold of the door knob and twist it.

That hand the door knob looked like a man in a boxing glove, and the surprise was that it didn't twist the knob clear off. For it was the hand of the champion—the hand that had Jack Johnson in the middle of the championship boxing.

That, where it must belong. At the boxing writers and experts to be of one mind on the subject. None of them can stand the sight of the championship being in the custody of anybody who is not a champion.

And if there were people who are green or red or criminal or indigo or purple, they would be just as strong. HOME AGAIN.

Returning back to the door, the champion opened as he belted the door, and Jess Willard, champion of the world, was revealed in all the glory of a soft shirt. The champion was a man who had been in the ring for years past. His home is in the city of Los Angeles.

He is surrounded by a crowd of people, and the majority of homes in Southern California. Where this home stands is a distinct and different from the rest of the city. It is a home of goodness, live, breathing, palpitating champion. It is a home in Colgrove where in a man who has been in the ring for years past.

and conquered Jack Johnson. He was a man who has been in the ring for years past. He was a man who has been in the ring for years past.

and extended the championship of the world. He was a man who has been in the ring for years past. He was a man who has been in the ring for years past.

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WASHINGTON IS
VICTOR EASILY.

HOWEVER, SHE GETS SCORED
ON FOR FIRST TIME IN
SEASON.

(BY A. P. NIGHT WIRE.)
PULLMAN (Wash.) Nov. 6.—The
Washington State College football
team defeated the University of Mon-
tana here today by a score of 27 to 7.
Montana has the honor of scoring the
first touchdown of the year against
Washington State.

OREGON AGGIES
OUTCLASS IDAHO.

GAME FEATURED BY STRAIGHT
FOOTBALL WITHOUT ANY
SPECTACULAR STUFF.

(BY A. P. NIGHT WIRE.)
CORVALLIS (Or.) Nov. 6.—In a
game of straight football with no
spectacular plays on either side, the
Oregon Agricultural College com-
pletely outplayed the University of
Idaho here today and won the game
40 to 0. While the players were the

GAME CALLED OFF
BY SANTA CLARA.

FEAR OF INJURY FROM PLAY
WITH ALL-STARS GIVEN
AS REASON.

(BY A. P. NIGHT WIRE.)
SANTA CLARA (Cal.) Nov. 5.—The
game between Santa Clara College
and the all-star Rugby team of South-
ern California scheduled for Sunday
has been called off, it was announced
today by Father White, who said that
the danger of injury to members of
the football squad made it inadvis-
able to play with the big game with
Stanford just one week away.

BERT WHALING
TO SIGN UP.

Bert Whaling came to terms during
a conference with President Maler
yesterday. While he did not actually
sign, a satisfactory agreement was
reached. Whaling prefers to play in
the majors, and it was agreed that
Maler should try and put through a
trade for him, which means that he
will not go to the Feds. In case this
trade cannot be made, Whaling will
play with the Tigers.

WASHBURN DEFEATED.

(BY A. P. NIGHT WIRE.)
WASHINGTON (W. Va.) Nov. 6.—West Virginia
University defeated Washburn College here today by
a score of 22 to 0. Marshall's only score was
made when it lost to University of Kentucky, 12
to 0. Louisville's aerial offense did not prove
of value against the experienced Kentucky players.

ONE RUN AHEAD.

(BY A. P. NIGHT WIRE.)
BALTIMORE, Nov. 6.—All-Nationals, 4; All-
Americans, 3.

GAME OF THRILLS.

COLLEGE (O.) Nov. 6.—Ohio State defeated
Indiana by 10 to 0 here today in a football game
of a hard-fought game, 10 to 0. Ohio's running
game was the key to its victory, and its
quarterback, John W. Smith, was the star.

AGGIES WIN.

(BY A. P. NIGHT WIRE.)
BERKELEY, Nov. 6.—Coach
Schaeffer of the University of
California team made this state-
ment tonight:
"We expected some such
result as today's. It takes a lot
of hard knocks to learn the
game of football. California
will take as many beatings as
it needs to teach the players the
game. California learned a lot
from Washington today, and
will give the northerners much
better competition next Satur-
day at Seattle."

ELIMINATED.

(BY A. P. NIGHT WIRE.)
LOAN (Neb.) Nov. 6.—Creighton lowered the
color of its flag today in a football game,
27 to 7. The visitors fought from the be-
ginning to the end of play, but were unable to
stem the rush of the line and White.

BIG SCORE.

(BY A. P. NIGHT WIRE.)
MIDDELTOWN (N.J.) Nov. 6.—Washington defeated
Williams, 41 to 0 here today, the score being the
largest made in the twenty-three years the two
colleges have been meeting in football.

FREAK CATCH.

(BY A. P. NIGHT WIRE.)
HUNTINGTON (W. Va.) Nov. 6.—West Virginia
University defeated Huntington College here today by
a score of 22 to 0. Marshall's only score was
made when it lost to University of Kentucky, 12
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BALTIMORE, Nov. 6.—All-Nationals, 4; All-
Americans, 3.

FIELD GOAL
BEATS YALE.

Brown's Lead is a Narrow
Three Points.

Losers Show Great Deal of
Improvement.

Defense Able to Diagnose
Forward Pass.

(BY A. P. NIGHT WIRE.)
NEW HAVEN (Cl.) Nov. 6.—A
neat field goal from the 22-yard line
by Capt. Andrews in the third quarter
gave Brown its second victory over
Yale in twenty-two years today, the
score being 3 to 0. It was the third
successive defeat and the fourth this
season for Yale.

Brown assumed the offensive for
the greater part of the contest, but
Yale presented a stiff defense at cril-
ical junctures.

Yale started off with a rush, making
sixty yards by line plunges on a vari-
ation of the "Minnesota shift." When
near the goal line, however, the at-
tack faltered and Yale surrendered
the ball on downs on the 6-yard line.
That was the only time Brown's goal
was threatened.

Yale's defense showed considerable
improvement over previous games, es-
pecially in diagnosing the forward
pass.

"You web-footed, lop-shouldered
catapult. After a few plays the men
were instructed to get warmed up and
did so by indulging in several im-
promptu 100-yard dashes.

Then somebody got into an argu-
ment with somebody else over who
could run the fastest, and Trainer
Bill Hayward lined the whole squad
up and promised a breakfast for sup-
per to the fellow coming out ahead.

The fifteen players charged down
the field, pounding through the mud
with a speed that boded ill for U.S.C.
Coach Hendek arrived at the field a
little behind the runners, but de-
clared that Snyder and Tegar had
right end. If they hit the Trojans at
any such speed as they were making
yesterday, he said, "and I believe
a hurry call for the water boy will
be in order. The track-meet idea was
further carried on by some friendly
broad jumping until, about 6 o'clock,
festivities were ordered to cease.

Coach Pipal was much interested in
the workout. "Those boys have won-
derful speed," he said, "and I believe
that the game will probably contain
more open play than has been pre-
dicted. If the U.S.C. line can hold
long enough for the backs to get away
the game will be one of the most in-
teresting ever played in this neck of
the woods."

HOLY CROSS FALLS
BEFORE CARLISLE.

LOSERS MAKE TWENTY-ONE
POINTS IN LAST
HALF.

(BY A. P. NIGHT WIRE.)
WORCESTER (Mass.) Nov. 6.—
Carlisle football team defeated Holy
Cross today, 23 points to 21, by scor-
ing three touchdowns, a goal from
field and two goals from touchdowns,
but Holy Cross came back strong in
the second half and scored 21 points
on three touchdowns, a safety and one
goal from touchdown.

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SCHAEFFER IS
NOT SURPRISED.

(BY A. P. NIGHT WIRE.)
BERKELEY, Nov. 6.—Coach
Schaeffer of the University of
California team made this state-
ment tonight:
"We expected some such
result as today's. It takes a lot
of hard knocks to learn the
game of football. California
will take as many beatings as
it needs to teach the players the
game. California learned a lot
from Washington today, and
will give the northerners much
better competition next Satur-
day at Seattle."

Losers Show Great Deal of
Improvement.

Defense Able to Diagnose
Forward Pass.

(BY A. P. NIGHT WIRE.)
NEW HAVEN (Cl.) Nov. 6.—A
neat field goal from the 22-yard line
by Capt. Andrews in the third quarter
gave Brown its second victory over
Yale in twenty-two years today, the
score being 3 to 0. It was the third
successive defeat and the fourth this
season for Yale.

Brown assumed the offensive for
the greater part of the contest, but
Yale presented a stiff defense at cril-
ical junctures.

Yale started off with a rush, making
sixty yards by line plunges on a vari-
ation of the "Minnesota shift." When
near the goal line, however, the at-
tack faltered and Yale surrendered
the ball on downs on the 6-yard line.
That was the only time Brown's goal
was threatened.

Yale's defense showed considerable
improvement over previous games, es-
pecially in diagnosing the forward
pass.

"You web-footed, lop-shouldered
catapult. After a few plays the men
were instructed to get warmed up and
did so by indulging in several im-
promptu 100-yard dashes.

Then somebody got into an argu-
ment with somebody else over who
could run the fastest, and Trainer
Bill Hayward lined the whole squad
up and promised a breakfast for sup-
per to the fellow coming out ahead.

The fifteen players charged down
the field, pounding through the mud
with a speed that boded ill for U.S.C.
Coach Hendek arrived at the field a
little behind the runners, but de-
clared that Snyder and Tegar had
right end. If they hit the Trojans at
any such speed as they were making
yesterday, he said, "and I believe
a hurry call for the water boy will
be in order. The track-meet idea was
further carried on by some friendly
broad jumping until, about 6 o'clock,
festivities were ordered to cease.

Coach Pipal was much interested in
the workout. "Those boys have won-
derful speed," he said, "and I believe
that the game will probably contain
more open play than has been pre-
dicted. If the U.S.C. line can hold
long enough for the backs to get away
the game will be one of the most in-
teresting ever played in this neck of
the woods."

HOLY CROSS FALLS
BEFORE CARLISLE.

LOSERS MAKE TWENTY-ONE
POINTS IN LAST
HALF.

(BY A. P. NIGHT WIRE.)
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MONA WINS FROM INDIAN
Buck Through Strong Line.

Tommy Murphy Twice Winner.
Maj. Ong and Peter Scott to Victory.

Month Straight Win for Great Trotter.
Les Fee in Spite of Slippery Ball.

Close Play.
The game was a close one, with the home team leading for most of the afternoon.

DRADO IS TOO STRONG FOR UT.
The Tigers of the University of Utah were defeated by the Colorado team.

ERSIDE WINS IN SLOPPY FIGHT.
The game was a sloppy one, with many errors on both sides.

CHAPPEY AND WORKS DO BLE PASS.
The game was a close one, with the home team leading for most of the afternoon.

GINIA MACHINE SHES THROUGH.
The game was a close one, with the home team leading for most of the afternoon.

FOR A DECISIVE VICTORY.
The game was a close one, with the home team leading for most of the afternoon.

ABC MOTOR OIL.
The game was a close one, with the home team leading for most of the afternoon.

No Charge.
The game was a close one, with the home team leading for most of the afternoon.

Austin Bryant & Carter.
The game was a close one, with the home team leading for most of the afternoon.

ABC.
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SAM WHITE HAS RIVAL.
NEW HAVEN, Nov. 6.—A second Sam White of Princeton turned up today in the game between the Yale and Princeton freshmen football teams and Princeton won by a 21 to 14 score.

CARDS WIN IN LAST PRACTICE.
The game was a close one, with the home team leading for most of the afternoon.

STANFORD DEFENSE IS GREATLY IMPROVED.
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OBSTRUCTIONS ON ROADS MENACE TO MOTORISTS.
Clear the Streets.

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DARTMOUTH WINS FROM PENN TEAM.
LONG FORWARD PASS TOWARDS END OF GAME GIVES A TOUCHDOWN.

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Make a tire investment —not a tire experiment

Season after season, in all kinds of weather and on all kinds of roads, Diamond Squeegie Tread Tires have furnished proof of their exceptional merits.

Diamond Squeegies constitute a standard investment for tire purchasers.

They make it wholly unnecessary for you to take costly chances with tires of unknown quality.

You have absolute assurance that you are making your money—and your car—go farthest at the lowest cost per mile for tires when you buy Diamond Squeegies at these

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Size	Diamond Squeegie	Size	Diamond Squeegie
30x3	\$ 9.45	34x4	\$20.35
30x3 1/2	12.20	36x4 1/2	28.70
32x3 1/2	14.00	37x5	33.90
33x4	20.00	38x5 1/2	46.00

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AUTO SPECIALISTS

Those Who Guarantee Satisfaction.

LOS ANGELES LEADING AUTOMOBILE REPAIR, ACCESSORY AND SPECIALTY SHOPS.

Those who are known to be thoroughly competent, trustworthy and reliable.

Open All Night

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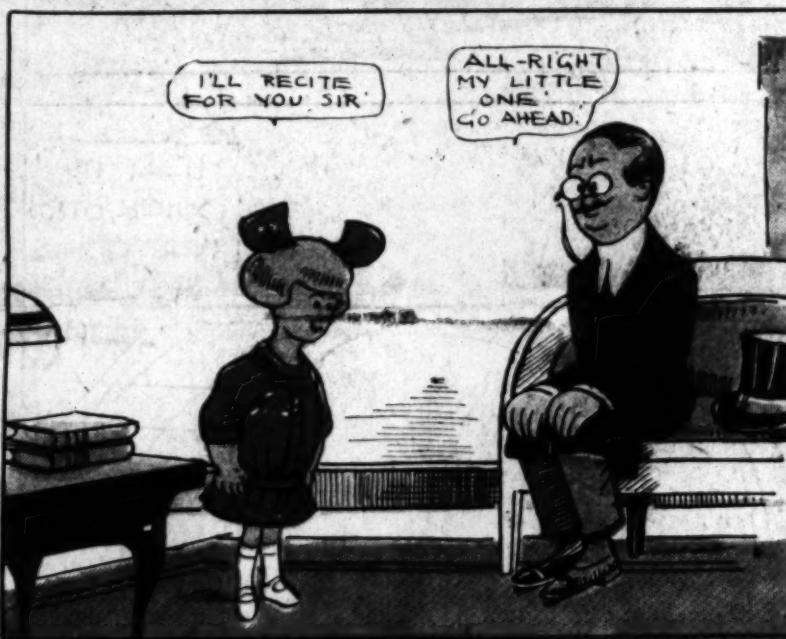
ZIG-ZAG



DOINGS OF THE VAN LOONS

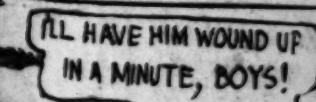
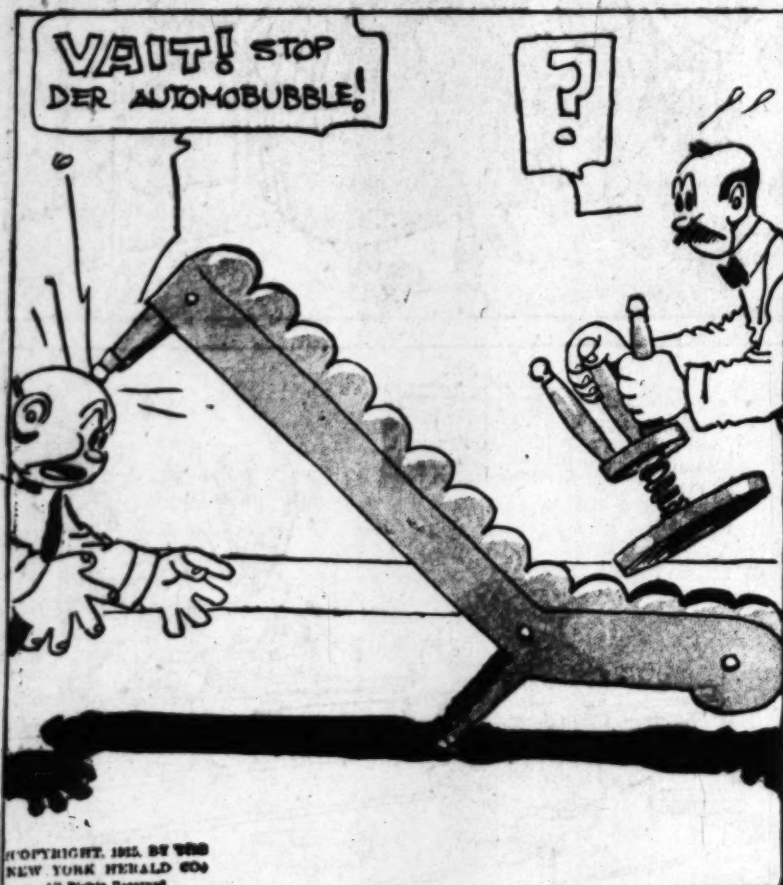
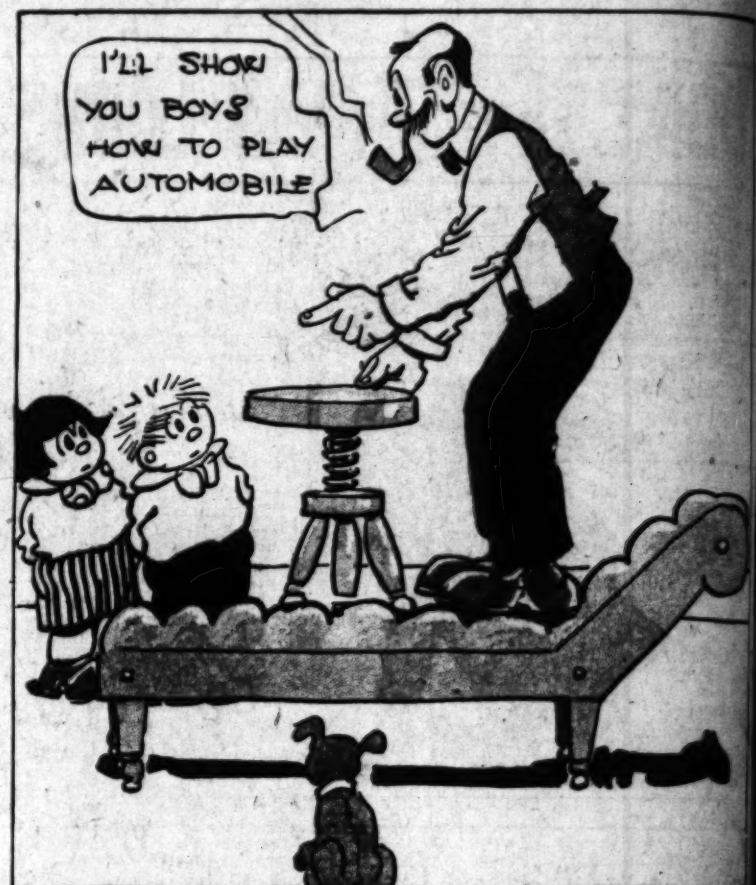
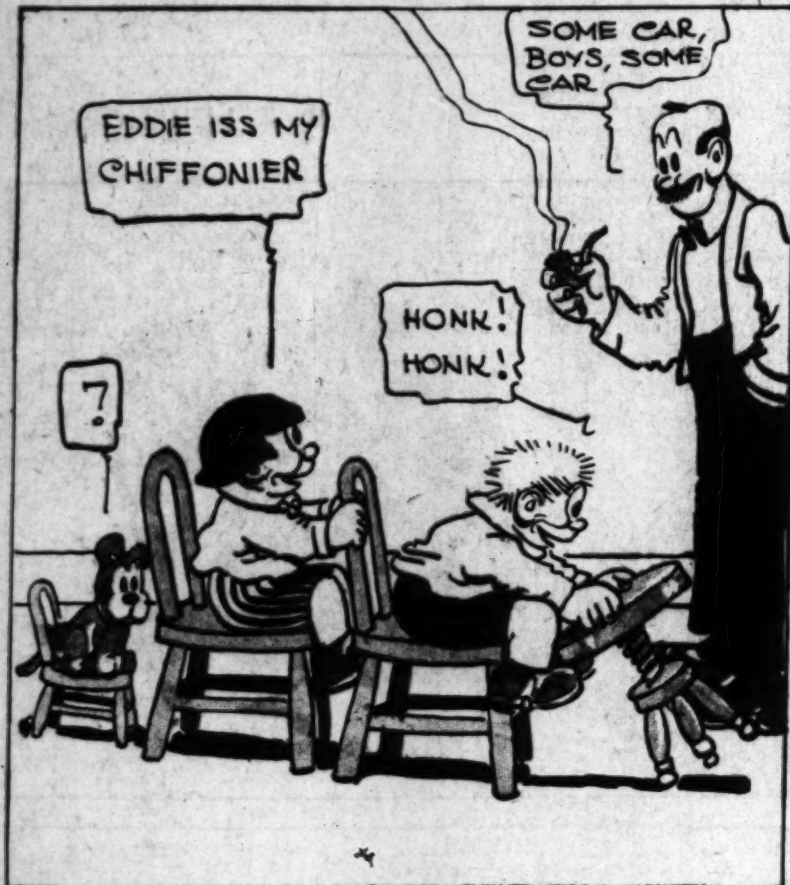
NEXT TIME FATHER WILL TELEPHONE FIRST

By F. LEIPZIGER



GINGER POP

ME'LL NEVER GROW OLD



MR. TWEE DEEDLE



1—While Mr. Twee Deedle and the children were still in the "Granma House," a quaint little woman came into the room. "I've just made some cookies and jelly tarts. Would you like some?" she said.



2—Of course, the children were very much pleased at this question, and they followed the little lady to the cupboard; but when they got there the cupboard was bare. "I put them here not a moment ago!" exclaimed Mother Hubbard—for you have, no doubt, guessed that was the little lady's name.



3—So Mother Hubbard plumped herself down upon the floor and began crying as if her heart would break, and the children cried in sympathy.



4—At last Mr. Twee Deedle, who had been thinking very hard, jumped into the air and cracked his heels together. "I have it!" he cried. "Skoodylum Skuddlee!"



5—When Mr. Twee Deedle uttered the mystic words the children and Mother Hubbard ran into another room, where they heard loud wails and came upon a large boy, jumping about and holding his stomach—for Mr. Twee Deedle with his magic had put a stomach ache in the tarts and cookies.

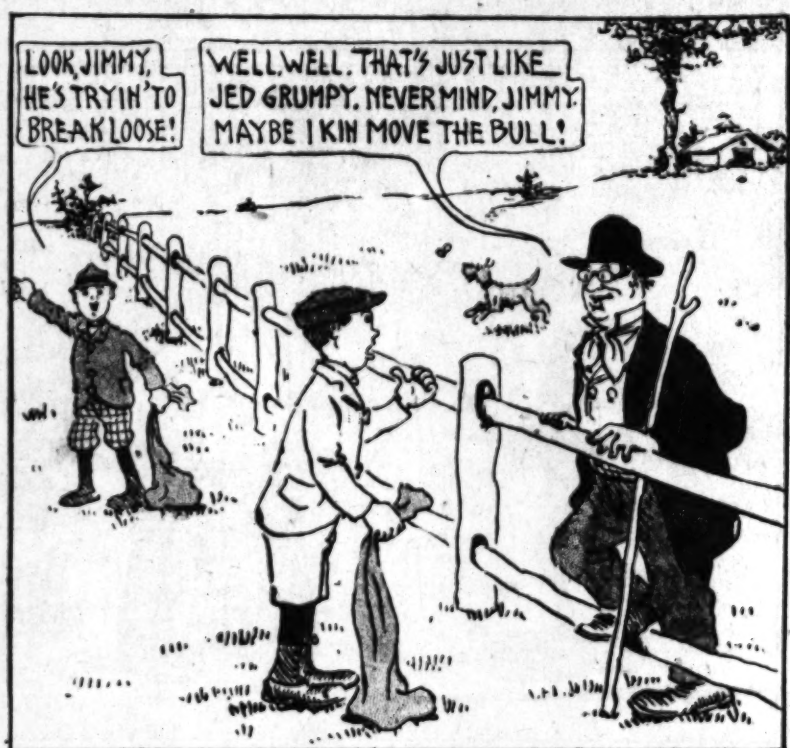


6—So Mother Hubbard took the large boy upon her lap and comforted him, and he was so ashamed of himself for taking Mother Hubbard's cookies that he asked to be forgiven, and Mr. Twee Deedle with more magic words removed the stomach ache, and all had a merry feast.

THE GENTLE VAGABOND



NO, I WON'T MOVE THA BULL AWAY FROM THAT TREE. IF YOU WANT THA HICKORY NUTS GO'N GIT 'EM!



LOOK JIMMY, HE'S TRYIN' TO BREAK LOOSE! WELL, WELL, THAT'S JUST LIKE JED GRUMPY. NEVER MIND, JIMMY! MAYBE I KIN MOVE THE BULL!



HE'LL CHASE YOU IF YOU SHOW HIM THAT, SQUIRE! THIS RED FLANNEL LINING WILL JEST ABOUT DO THE TRICK!



I'LL HAVE HIM WOUND UP IN A MINUTE, BOYS! HURRY UP'N GET TO WORK, CHUCK



NOW THEN, BOYS DIG IN! WE'RE MOST READY SQUIRE



COME HERE, RIP! MAKE JED GRUMPY WON'T HAVE SOME FUN UNWINDIN' HIM

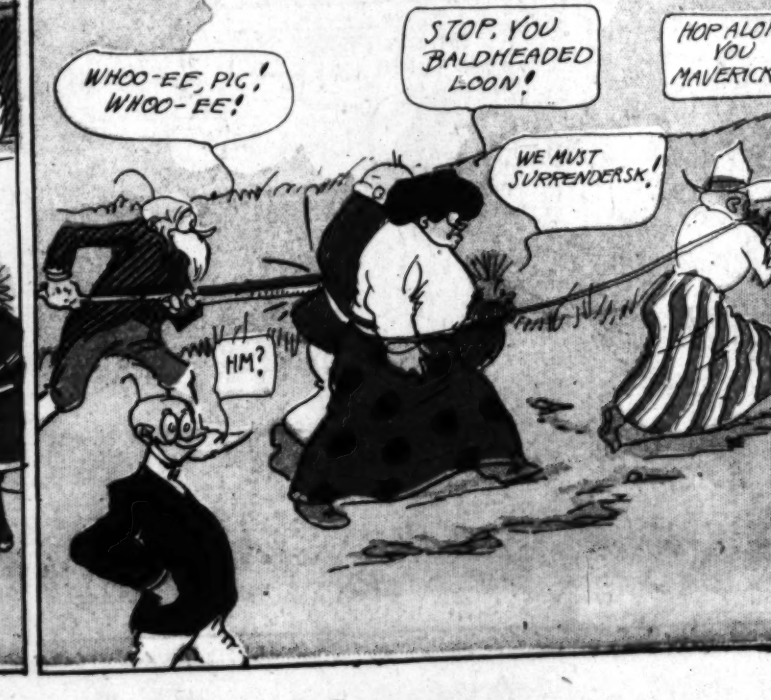
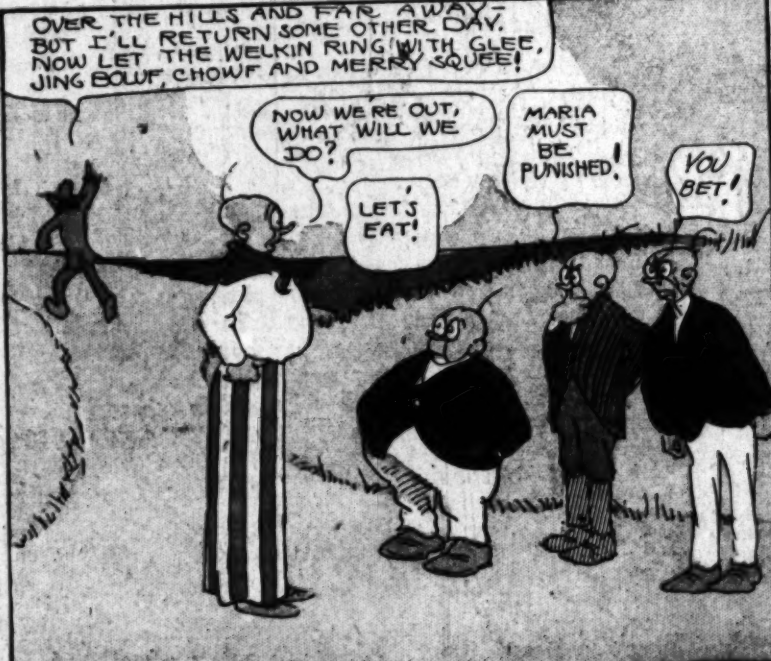
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THE PEACEFUL PICKLEWEIGHTS

Jingling Johnson to the Rescue! Hannibal is Crucified to the Porch and—Well, Isn't That Enough?

CAST OF CHARACTERS

MARIA VITRIOLUS PICKLEWEIGHT.....A Belligerent
 ENOCH PERIWINKLE PICKLEWEIGHT.....A Pious
 ICHABOD ALKALI PICKLEWEIGHT.....An Old Injun
 DILL MANGO PICKLEWEIGHT.....A Stomach on Legs
 UNCLE CHOW PICKLEWEIGHT.....An Eccentric Millionaire
 HELEN BATTLEAX.....Enoch's Athletic Sister
 MRS. WRANGLEBANG.....Maria's Mother
 GOLIATH WRANGLEBANG.....A Sea Captain With Business
 CAPTAIN FIZZLEOUTSKI.....A Russian Army Engineer
 JUDGE HASSENPEFFER.....Maria's Brother
 HANNIBAL HOSTETTAR HAMBONE.....The Doctor
 GENERAL JOFFRE.....An Educated Man
 NERO.....A Bee With Brains
 JOHN DOOLITTLE DUBBALONG.....An Itinerant Inventor
 JINGLING JOHNSON.....U. S. Post Laureate



The National
 SUNDAY MAGAZINE

SEMI-MONTHLY SECTION OF

Los Angeles Times

By Pleasing Looks

Thousands of men are held back in business because they have sallow, cloudy complexions. People like to deal with men of fine pleasing looks. Pompeian Massage Cream gives a clear, fresh wholesome complexion that has increased the personality and earning power of thousands of men. The following endorsements were sent to us in confidence, so we cannot publish them.

By Famous Artist

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Los Angeles, Cal., Sunday, Nov. 7, 1915



Contents

Cover Design—*A Peace Offering*
Z. P. Nikolaki

The Trail of The Vandal—
Editorial Cabot Ward

What's The Answer?—Drawing
Henry Hall

THE FALL OF A NATION—
Serial Story Thomas Dixon

Long Trail's End—Complete
Story Francis William Sullivan

The Golden Town—Poem
Remington Schuyler

Food Department Photo Burbank

Starting at Five Cents a Week
Senator John W. Kern

The True Gambler—Poem
Berton Briley

A MAGAZINE for your READING TABLE

By Famous Artist



"WHAT'S THE ANSWER?"
By Henry Hutt (A)



"A PEACE OFFERING"
By Z. P. Nikolaki (B)

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Either picture A or B is free if you send 10c for trial jar of Pompeian Massage Cream and the 1916 Art Panel shown on the right. "Absence Cannot Hearts Divide" is 28 x 7¼ inches; is exquisitely executed in a beautiful pink effect which cannot be done justice here, as each copy of the Art Panel goes through the press 9 times, while this magazine page goes through the press only 2 times.

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By Pleasing Looks

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"I don't know of anything that is so important a part of a personality as a clear, vigorous, youthful face, nor do I know of any other medium by which a clear, youthful face can be so well perpetuated as by the regular use of Pompeian Massage Cream." (Signed) Mr. S., *Wilmington, Del.*

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"For years myself and family have used your Massage Cream and found it without equal." (Signed) Dr. P., *Chicago, Ill.*

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For POMPEIAN BEAUTY



Cabot Ward

The Trail of the Vandal

By Cabot Ward
New York Commissioner of Parks

IT has been roughly estimated that some ten per cent of the population—a smaller proportion in some communities—are vandals in their treatment of public property. They mutilate shrubbery, pillage flower-beds and trample lawns in our parks. They deface buildings and monuments. They are notoriously guilty at times of appropriating objects intended for the use or enjoyment of all.

This is a deplorable aspect of our democracy, but it can be overcome. It is already being minimized in many cities and towns. As Park Commissioner of New York, I have had ample opportunity to note:

First, that most cases of vandalism are due to sheer thoughtlessness. Second, that the offending classes respond promptly and favorably to any sincere effort to show them the error of their way.

Of course, there are different brands of thoughtlessness. The manifestation is apt to be crude and flagrant in communities where the population is fluid. A man who may be in San Francisco this year and in Chicago the next is not so likely to acquire a sense of affectionate proprietorship in park or museum as is the citizen whose future is wrapped up in his home. Then there is the thoughtlessness due to exuberance of spirits, and that of the immigrant disoriented by the contrast between the rigid discipline of his old life and the wide personal liberty he now enjoys.

The vandal's conception of the park stops short at the notion that being city property it belongs to him as an individual, to use or abuse as he pleases. No one has gone out of his way to teach him that he must restrain himself for the good of his fellow-men and women.

Again, we as a people have a weakness for passing a great many laws that cannot be enforced. This tends to create a doubt in the mind of the citizen whether the given law that stands in his way is intended to be observed, or whether it was placed on the statute books to satisfy our sense of moral vanity. Thus, if he wishes to pluck flowers in a park or carve his initials on the base of a statue, he is likely to go ahead under the erroneous impression that the authorities wink at such diversions.

AN intelligent educational campaign can accomplish much toward overcoming the vandalistic spirit and replacing it with a proper civic pride. On assuming my present office, nearly two years ago, I found that a grave situation had grown up. Shrubs and plants had been removed bodily. Trees had been killed by hacking off their bark. Bronze had been stolen from monuments. Insufficient police protection had been largely to blame; but the character of the acts in question convinced me that I must do more than arrange for additional guards.

In a series of talks and by means of special articles, I preached the conservation of city property from the practical as well as the esthetic point of view. I addressed night schools, where the classes comprised many thousands of foreign-born students. I sent a circular letter to public schools. The American

Association of Foreign Language Newspapers aided me by printing, in many tongues, a clear statement of the problem and the necessity for reform. By such simple methods as exhibiting a broken branch and informing my audience how many years it would take for Nature to repair the damage that had been done in a few seconds, I aroused the right kind of interest and received personal pledges of support. The evil is too formidable a one for its elimination to be in sight, but at all events I feel that it is being lessened season by season.

LET officials, the country over, take the people into their confidence on this subject of vandalism. Let the police be on the alert to warn the prospective offender, in preference to waiting until he has sinned. It should not be so very hard to instill the idea that even as a householder's character is judged by the condition of his front lawn, so may the character of a body of citizens be appraised by the trimness of their parks, the inviolability of their art treasures.

Persons traveling in Europe seldom fail to remark that although the regulations are few and unobtrusive, the standard of good behavior in public places is high. The vast Forest of Fontainebleau, near Paris, is visited every day by thousands. It is not closely policed. Yet fires started by picnic parties are almost unheard of. The Frenchman would

no more abuse a pleasure ground than he would wreck his own garden or throw mud on his neighbor's gate posts. Those in charge of our forests know only too well the losses occasioned by the careless handling of fire, the reckless mutilation of trees.

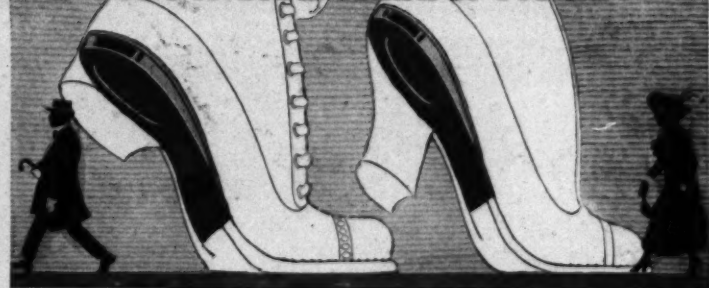
There is no reason, however, to be discouraged by this contrast. The European has had the advantage of centuries of training and discipline. His teachers have been patient. I cannot emphasize too strongly this last point. A multitude of stern laws, difficult to enforce, will not accomplish the good results that are to be obtained from a patient educational campaign. The latter, sooner or later, arouses the sympathy of the people and causes them to think and to act on their own initiative.

IN Chicago, a time ago, an illuminating incident came to my attention. About one thousand men had been allowed to spend a hot night in the open in a small recreation center. They had not been required to perform any work in return for the city's hospitality. Yet, the next morning, they appointed themselves a committee of the whole to clean up the debris of paper, scraps of food, etc., that had resulted from their presence. By nine o'clock, they restored the park in perfect condition to its keepers. They had progressed beyond the negative virtue of merely refraining from vandalism. The victory will have been won when the impulse that stirred them is a matter of course to every American who uses a public institution.

Cabot Ward

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Last and All the Time, I am an
American Girl."—Geraldine Farrar.*

THE NATIONAL SUNDAY MAGAZINE

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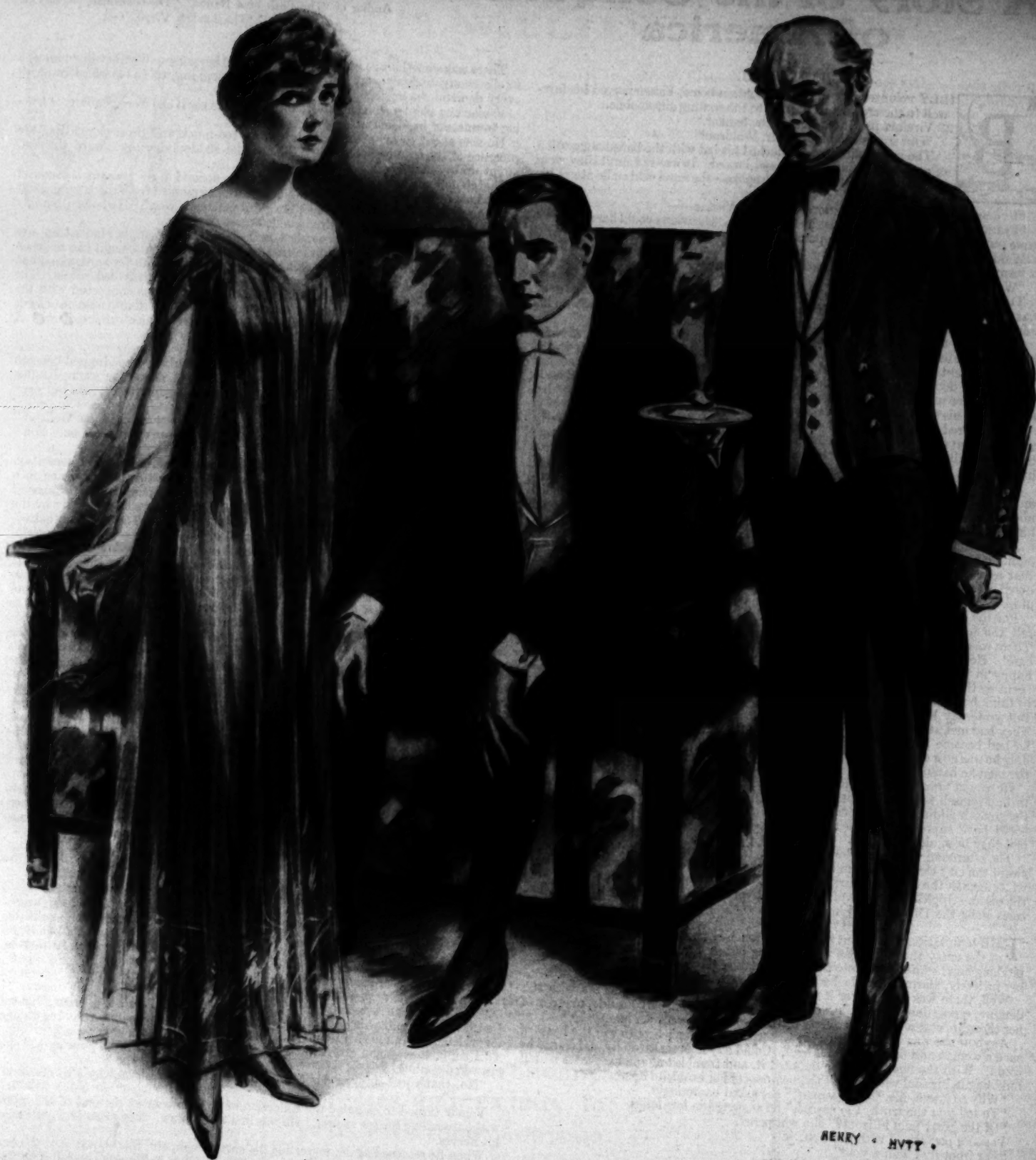
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What's the Answer?—By Henry Hutt

HENRY HUTT

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FOR NOVEMBER

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FOOD DEPARTMENT

Fruits and Their Uses

By Phoebe Burbank

It is to be regretted that so many women look upon housekeeping as a bore—a task to be finished and put aside for the more frivolous things of life as soon and with as little effort as possible. In reality there is nothing bigger, nothing finer in life than housekeeping—home-making is a better word—for upon that rests the whole fabric of civilization. And by good cooking is meant the supplying of good food in proper quality and quantity.

To order three meals a day for three hundred and sixty-five days of the year, and to have those meals wholesome, appetizing and varied is not an easy task. It is hard work, but the work is made lighter and the joy of working is realized to the full if one stops to think of the very great importance of the task and the tremendous effect for good if the work is well done.

In providing meals, the housekeeper has, first, to provide and prepare food that is wholesome and nourishing; second, to vary that food so that while the balance of nourishment is preserved the food is of a character to tempt both the eye and the palate; and third, to make all of this conform to the amount which her daily income says she may spend.

Too often the tendency is to confine the variety in daily foods to meats and the best known vegetables. Nothing wearies the appetite more than a continued round of beef, mutton and poultry in their various forms, and most people at times have felt the deepest sympathy with the man who exclaimed, "Why doesn't somebody invent a new animal?" Fruits, nuts and cereals should be used freely in the daily diet if one would be healthy.

The use of fruit is not always known or understood as well as it deserves to be. In most families fruits are commonly thought of as a food accessory, and valued rather for their pleasant flavor or supposed hygienic reasons than for their actual food value.

Experiments by the world's foremost scientists have shown that fruits have a distinct food value and that it is quite possible to select a diet composed entirely of fruits and nuts which will for long periods at any rate provide the body with the necessary protein and energy. While it would be going too far to advocate, even on the strength of these experiments, an absolute fruitarian diet, the housewife must feel that she has the amplest justification for the introduction of fruit into every bill of fare for health reasons, and the extreme palatability of all fruits—fresh or preserved—makes them a necessary adjunct to every meal. Dried fruits are really concentrated foods and are the cheapest of all food products. Take, for instance, raisins.

Raisins are grapes that the sun has dried, "cured" is the technical term, and in the process of drying much of the water which enters into the composition of the grape is evaporated, leaving the real food, the protein, the sugar, the fat and the mineral matter behind; and in the drying, the protein is so transformed by the action of the sun's rays that it is rendered very easy of digestion, peptonized, so to speak. Raisins require no cooking to make them either palatable or digestible, but for variety's sake they are served in many cooked forms. When we get raisins for our table, we are getting nourishment at a very low cost, for raisins are cheap and when their food value is taken into consideration, they are among the cheapest of foods. This makes them an important factor in our scheme of living, for in selecting foods the cost should not be overlooked. It is just as important to live economically as to live well, and the continued use of raisins will do much to lower our market bills.

Raisin Bread—1 cup raisins (seeded), 1 cup milk (scalded), 2 tablespoons lard, 2 teaspoons salt, $\frac{1}{2}$ yeast cake, 2 tablespoons warm water, $\frac{3}{4}$ to 4 cups flour. Scald milk and add salt and shortening. When luke warm, add half the flour and yeast cake (previously dissolved in warm water). Beat the mixture for ten minutes. Add raisins and the rest of the flour to make a stiff dough. Turn out on flour board and knead until smooth. Re-

turn to bowl, which has been brushed with melted lard, cover and set in warm place until it has risen double in quantity.

Another Raisin Bread—1 cup cornmeal, 1 cup rye meal, 1 cup graham flour, 1 teaspoon salt, $1\frac{1}{2}$ teaspoons soda, $\frac{3}{4}$ cup molasses, $\frac{3}{4}$ cup raisins (seeded), 2 cups thick sour milk.

Sift together the meals, flour, salt and soda; add the molasses; raisins, cut small, and the milk. Beat well and turn into baking powder cans. Steam for two hours, according to size of can used.

Prune Cake—1 pound flour, $\frac{1}{4}$ teaspoon salt, 2 tablespoons sugar, 1 cup milk, $1\frac{1}{2}$ teaspoons baking powder, 2 tablespoons butter, 1 egg.

Sift flour with the salt, sugar and baking powder. Rub in butter and add milk and egg well beaten. Put in buttered pan and cover surface with stewed prunes cut in halves, skin side down. Sprinkle with sugar, dot with butter, and bake until cake mixture is done. Serve hot with cream or pudding sauce.

Clove Cake—1 pound flour, 1 pound sugar, $\frac{1}{2}$ pound butter, 1 heaping teaspoon ground cloves, 1 pound raisins, 1 cup strong coffee, 4 eggs, 1 teaspoon soda.

Mix as other cakes and bake in moderate oven 1 hour or until well done.

Oatmeal Hermits— $\frac{1}{2}$ cup lard, 1 cup sugar, 2 eggs, 6 tablespoons milk, 1 teaspoon each cinnamon and cloves, $\frac{1}{2}$ teaspoon salt, 1 teaspoon soda, 2 cups flour, $1\frac{1}{2}$ rolled oats, $\frac{1}{2}$ cup chopped nuts, $2\frac{1}{2}$ cups seeded raisins, chopped and dredged with flour.

Cream the lard and add sugar, then the eggs well beaten, milk, seasoning, flour, oats, nut meats and raisins. Make the dough into small balls. Press flat and bake on buttered baking sheet two inches apart, in a moderate oven.

Raisin Pie— $\frac{3}{4}$ cup chopped apples, $\frac{3}{4}$ cup chopped raisins, $\frac{3}{4}$ cup sugar, $\frac{1}{4}$ teaspoon cinnamon, $\frac{1}{2}$ teaspoon salt, $\frac{1}{4}$ teaspoon cloves and nutmeg, 2 tablespoons flour, 2 tablespoons sifted cracker crumbs, $\frac{1}{2}$ teaspoon soda, 1 cup sour milk.

Mix the chopped apples and raisins and let them stand for thirty minutes. Add the sugar, spices, flour and cracker crumbs, seasoning. Dissolve the soda in the sour milk (half milk and half cream may be used). Beat well and add dry ingredients to fruit mixture, blending all together. Bake between crusts of rich pastry.

Sandwich Filling—Take equal quantities seeded raisins, figs and dates. Add almonds or peanuts in quantity about one-fourth of entire bulk. Run mixture through the food chopper. Moisten well with orange juice. Pack into baking powder cans. When ready to use, slice and place between thin slices of bread, white or whole wheat bread.

Mix equal quantities cream cheese and chopped seeded raisins. Have ready some bread sliced and buttered. On one slice place a leaf of lettuce; cover the other slice with mixture. Place slices together and cut in triangles.

Steamed Raisin Pudding—1 cup raisins seeded, 1 cup finely chopped beef suet, 1 cup stale bread crumbs, 1 cup milk, 1 egg, 1 teaspoon salt, 1 teaspoon cinnamon, $\frac{1}{2}$ teaspoon grated nutmeg, $\frac{1}{2}$ cup flour.

After washing and drying raisins, run them through meat chopper. Add the suet and bread crumbs, previously soaked in milk for 10 minutes. Then add the salt, spices, flour and well beaten eggs. Mix well. Make in mold (buttered) steam for 3 hours. Serve hot with hard or lemon sauce.

NOTE—Always remember in baking that there is a difference in flour. Some varieties are lighter than others and some take more moisture than others. There are many qualities of flour. Bread and pastry flour are the two big divisions, but the difference in quality can best be found out by actual experience.

Every housewife has pet recipes. Send us your best recipe which calls for fruit, any kind. We will pay a DOLLAR each for every recipe we publish. None can be returned unless accompanied by a stamped, addressed envelope. Address, Food Department, National Sunday Magazine, 200 Fifth Ave., New York, City.



JEAN LABLÉAU, old man Labl  au's son, a hot-headed young French-Canadian, whose rash foolishness had offered an ideal tool for his own more saturnal lawlessness. Despite the efforts of the father, the two had embarked upon a wanton career that had culminated in the waylaying and robbing of the Company paymaster—a deed in which both were implicated, but for which Vassar was caught and convicted, while Rainey, through observation, escaped.

from the trap, stiffened suddenly to acute attention. His head hung up with the quick, alarmed movement of a wild creature, and his small, black eyes glittered with fear beneath his matted hair. One wary hand stole out towards the rifle that lay nearby upon the snow.

LONG TRAILS' END

A Grim Game in the Great North Woods

BY FRANCIS WILLIAM SULLIVAN

THE FALL OF A NATION

A Story of the Conquest of America

BY THOMAS DIXON

Author of "The Birth of a Nation," "The Clansman," "The One Woman," "The Foolish Virgin," etc.

CHAPTER VII.



ILLY volunteered to take the children home, Vassar waved his farewell to the crowd and hurried to the waiting automobile. Virginia presented him to the banker. "Our irreconcilable foe, Mr. Waldron!" The millionaire merely touched his hat with the barest suggestion of a military salute, and Vassar bowed. It was not until they were seated in the car that Waldron spoke—the same cold smile about his thin lips.

"I've wanted to meet you for a long time, Mr. Vassar—" "I'm surprised to hear that," was the light reply. "Our views could hardly be the same on any subject within my scope of knowledge—" Waldron smiled patronizingly. "Anyhow, let us hope that we'll get together today—" "We must," Virginia responded.

The one thing Vassar couldn't endure was patronage. The tone Waldron assumed was offensive beyond endurance. If he tried it again the young leader made up his mind to find an excuse, stop the car and go back to his office.

To his relief the man of money made no further attempt at conversation, save for an occasional whispered order to his liveried chauffeur. Vassar's eyes rested with new resentment on the military cut of this chauffeur's clothes. The gilded coat of arms on the door of the tonneau had not escaped him as he took his seat beside Virginia. Nor was the lordly manner, in which the new master of men condescended to talk with his servant at the wheel, lost on the young leader of democracy.

He wondered what Virginia Holland could see in such a man. He refused utterly to believe that she could love him. Elemental brute force and stark physical courage he undoubtedly possessed. The solid mass of his bull neck and the cold brilliance of his grey eyes left no doubt on that score.

There could be but one explanation of her association with Waldron. He had generously loosed his purse strings and given her Cause the unlimited credit needed under modern conditions to conduct a great political movement. No one could blame her for that. It was good politics.

All the same he would give a good deal just now to know whether she cared for the man. He must give the devil his dues. Waldron was the type of domineering brute that appealed to many women. He wondered if Virginia Holland had felt the spell of his commanding personality.

For the hundredth time he asked himself the question, why should he care? There was the rub. Devil take it, he did care! He had never been so foolishly happy in his life as in the hours he had spent by this girl's side. It infuriated him to think how easy had been his conquest. But yesterday he had scorned her name. They had met and talked a few hours and he had become her lackey. At her bidding he was now on his way to the house of the man he hated.

He caught himself grinning for sheer joy to find himself seated close beside her in the smooth gliding car of his enemy. He could have supremely enjoyed this ride had they been alone.

The afternoon was one of glorious beauty. The rains of the first days of July had swept the city clean. The sun had broken the clouds into billowing banks of snow white against the dazzling azure of the skies. A brisk inspiring breeze swept in from the sea and rippled the waters of the North River into little white lines of foam. The trees along the Drive flashed in splendor.

THE temptation was all but irresistible to touch her hand. He started with terror at the crazy thought. She was anything but an Amazon, but he could see her pitching him headforemost into the road for daring the impertinence. He glanced at her furtively, alarmed lest she had read his thoughts.

Well, there was no help for it now. He was in for a fight for his life with this demure, quiet, dangerous little woman who could sit calmly by his side, mistress of her thoughts and no doubt perfectly conscious of her power over him.

Anyhow she was worth a fight. It was worth any man's best to win the heart of such a woman and to make her his own. Could any man really do it? Of course he could! With the next breath he doubted it, and trembled at the happiness he felt bubbling in his soul when he felt the nearness of her exquisite figure.

"Why so grave, Mr. Congressman?" she asked banteringly.

"To tell you the truth, I'm scared," he answered in low tones.

"Of the great man in front?" she whispered.

Vassar's jaw closed with decision.

"Far from it, I assure you!"

"You're not afraid of an automobile?"

"One more guess—"

"You couldn't be afraid of little me?" she asked demurely.

"Yesterday I would have said no, very emphatically. I'm free to confess the more I've seen of you the more I dread your opposition—"

She laughed in his face with a deliberate, provoking challenge. "Now that's unkind of you! I expected a much more gallant answer from a tall handsome apostle of Romance and Chivalry."

"Perhaps I was afraid you'd laugh at me—"

"No. I hold that the age of true Chivalry is only dawning—the age in which man will honor woman by recognizing her as worthy to be his comrade, wife and best friend, as well as his toy."

There was something so genuine in the appeal of her personality that the man who intellectually disagreed with her philosophy, yet found himself in foolish accord with every demand she made.

Vassar was silent a moment, and glanced at her to see if she were chaffing or fencing to uncover his defenses.

He was about to say too much—to confess too much and do it clumsily in the presence of the man he hated, when the machine suddenly swung toward the cliff, swept up to a massive iron gate and stopped.

The chauffeur sounded his horn and an old man dressed in the peasant costume of the lodge keeper of a feudal estate of Central Europe emerged from the cottage built into the walls of the cliff and opened the gates without a word. He bowed humbly to the lord of the manor. Waldron nodded carelessly.

The banker's medieval castle, perched on the highest hill of upper Manhattan, was one of the sights of the metropolis. Vassar lifted his eyes and caught the majestic lines of the great granite tower thrusting its grim embattlements skyward. An ocean going yacht lay at anchor in the river, like a huge swan with folded wings. The Italian boat house which he had built at the water's edge was connected with the castle by an underground passage bored through the granite cliff into a great hall cut out of the stone a hundred feet beneath the foundations of the structure above. A swift elevator connected this hall with the house.

THE machine shot gracefully up the steep winding roadway and stopped beneath the vaulted portecochere. Liveried flunkies hurried down the stone landing to greet their master and his guests. There was nothing for them to do but open the door of the tonneau with obsequious bows.

"Will you kindly make our prisoner as comfortable as possible, Miss Holland," Waldron said in his even metallic voice, "while I give some orders outside. You'll find the library at your disposal."

"Thank you," Virginia answered, mounting the steps without further ceremony.

A feeling of resentment swept John Vassar. How dare this bully assume such familiarity with Virginia Holland! She had met him as a patron of the Cause of Woman's Suffrage. One would think he had the right to her soul and body by the way he asked her to act as the hostess of his establishment. The thought that enraged him was that the banker was so cocksure of himself, his position, his power.

No robber Baron of the Middle Ages could have felt more secure or irresponsible in the exercise of his power. The consciousness of this power oozed from the fat pores of Waldron's skin. He exuded the idea as he breathed.

Vassar's first impression on entering the great house confirmed his idea of the man's character. The whole conception of the place rested squarely on the royal splendors of the old world. The lines of the huge edifice were a combination of two famous castles of medieval France, both the homes of kings. The great hall was an exact copy in form and decoration of the throne room of Napoleon in the grand palace at Versailles.

His library walls above the bookcases bristled with arms and insignia of heraldry. Anything more utterly undemocratic could not have been found in the centers of Europe.

The atmosphere of the place was stifling.

Vassar turned to Virginia with a movement of impatience.

"You like this?" he asked.

"I think it very imposing," was the diplomatic answer.

"So do I," he snapped, "and that's why I loathe it. Such ostentation in a Democracy, whose life is just beginning, can mean but one thing. The man who built this castle to crown the highest hill of a democratic city is quite as capable of building a throne in the East Room of the White House, if the time ever comes that he dares—"

Virginia shook her head good-humoredly.

"I'm afraid you're prejudiced against our patron saint."

"No," Vassar answered steadily, "I'm not prejudiced. I hate him with a hatred that is as uncompromising as death—that's all. There's not room for the two things for which we stand in this Republic. One of us must live, the other die."

"I suppose a woman doesn't look on such a house as this with your eyes," she answered smiling.

"No, that's just it—you don't—and it's one of the reasons why I'm afraid of you—"

Vassar turned to examine the collection of chain armor at the end of the room without waiting for her answer. He was in a bad humor. The place had gotten on his nerves.

When he returned again, regretting his curt speech, she was standing at the entrance talking in low tones to Waldron. His footstep had made no sound on the cushion of oriental rugs which covered the inlaid marble floor.

Without so much as a look his way she passed Waldron and left the library.

The banker walked briskly toward Vassar and waved his short heavy arm toward a chair.

"Won't you sit down, sir?" he asked coldly.

With mechanical precision he opened a jewelled cigarette box and extended it.

"Thanks," Vassar answered carelessly. "I have a cigar."

He struck a match on his heel, lighted his cigar and seated himself leisurely.

Waldron sat down opposite and began his attack without delay.

"Miss Holland has just informed me that you are (Continued on page 547)"

SYNOPSIS—John Vassar, Member of Congress from New York and Chairman of the House Committee on Military Affairs, attends a big suffrage rally in Union Square and hears Virginia Holland and her sister champions declare against American preparedness for war. The young Statesman falls in love with Miss Holland on sight and seeks an introduction. They meet; he escorts her home, debates current issues with her; and a meeting for the next day is appointed. She accompanies him to a great Flag Festival and is amazed to witness an enthusiastic army of women and children being drilled by Vassar in the fundamentals of American patriotism. He agrees, with deep misgivings, to call with her on Charles Waldron, multimillionaire opponent of military preparedness and advocate of woman suffrage.

Copies of the issues containing the three preceding instalments of this epoch-making story can be secured from this newspaper or by sending twenty-five cents to The National Sunday Magazine, 200 Fifth Avenue, New York.

THE FALL OF A NATION
A Story of the Conquest of America
BY THOMAS DIXON
Author of "The Birth of a Nation," "The Clansmen," "The One Woman," "The Foolish Virgin," etc.
LONG TRAIL'S END
A Grim Game in the Great North Woods
By FRANCIS WILLIAM SULLIVAN



OE RAINY, in the act of releasing the still warm otter from the trap, stiffened suddenly to acute attention. His head flung up with the quick, alarmed movement of a wild creature, and his small, black eyes glittered with fear beneath his matted hair. One wary hand stole out towards the rifle that lay nearby upon the snow.

There was a long, tense instant and then, with a bound, he had snatched up the gun, whirled upon his back trail and covered it.

For a full minute he stood thus, the blue steel barrel weaving back and forth as his eye leaped from tree limb to thicket in search of any stirring thing not a natural

part of the surrounding desolation. Then he lowered the gun and rumbled his uneasiness; and finally spoke aloud after the habit of those who are much alone in the wilderness.

"Is it him? Oh, Lord! . . . Has he found the trail an' come after me again? No, no! It can't be him! I know I shook him last time! . . . I know I did!"

But conviction was not in the words and the expression with which he looked down the uneven vistas of snow-muffled forest that, in hummock and ravine, stretched away all about him, was one of doubtful bravado. When, however, no sound came he fingered his skinning knife and turned to the dead otter stiffening at his feet. But the habitual caution of years prevailed and, with rifle held in easy grip, he hastily beat through the surrounding brush for traces of human presence. Only the wide-spaced, pointed tracks of a flying snowshoe rabbit marked the smooth surface of the virgin drifts.

At last, baffled but unconvinced and still alert, Rainy returned, scowling, to his trapper's task, his eyes roving ceaselessly. Now and then, like some articulate beast, he growled his slow thoughts aloud.

"Drive me forever, will he?"

Damn his sneakin' soul! . . . Ar-rgh!

. . . If it's him why don't he come out an' finish it, the mangy stoat!"

The skinning completed, he bound the pelt into his growing bundle, shouldered the pack and set off in the direction of his next trap. He had been out on his southern "line" for three days now and was nearing home. He moved at the tireless half-lope of the snowshoe runner, his capote open at the throat, the fox-tail on his parka bobbing gaily behind. But he ran with ears alert for the slightest sound, a look of strained attention on his heavy, dark face.

HIS trap took him to a spot on the edge of the wood, and here, as he swung his pack off, he looked with narrowed eyes across the snow-covered muskeg marsh that formed the end of a small lake. In the distance, disappearing with the swiftness and unreality of phantoms, fled a herd of big game. The sight for a single moment drew Rainy's attention.

"Caribou! . . . So far south!" he muttered. "Plenty wolves I guess. Plenty skins this winter."

Then turning to his trap he knelt down beside it to free the body of the white fox whose curled lip and white fangs were frozen in a death snarl of hatred. But even as he stooped he sprang up with a sudden fierce exclamation of anger and fear. A long knife slash along each side had ruined the pelt beyond hope of redemption.

And now as he stood erect looking about him warily again, it was not the skin that Rainy thought of. It was the sudden confirmation of his fears; for this was the old familiar sign that his pursuer was once more dogging him.

For five years this thing had gone on—this endless fleeing from the death behind. For five years Rainy had never known one moment's security, nor ceased to pay the penalty that old man Lableau exacted. And for what? Rainy gnashed his teeth at the thought, for to him the cause of it all had seemed such a little thing.

Six winters before while logging about the headwaters of the Trenches, Rainy had met and attached to himself

Jean Lableau, old man Lableau's son, a hot-headed young French-Canadian, whose rash foolhardiness had offered an ideal tool for his own more saturnine lawlessness. Despite the efforts of the father, the two had embarked upon a wanton career that had culminated in the waylaying and robbing of the Company paymaster—a deed in which both were implicated, but for which young Lableau was caught and convicted, while Rainy, through characteristic treachery, got off scot-free. Now the boy, with many years yet to serve, lay in the gray stone jail at Quebec.

For this had old man Lableau dogged Rainy; and he had dogged him like the lean, four-footed things of his own wild—silently, relentlessly, purposefully. Sometimes the lust to kill was in him, but not often; for he had conceived another and subtler punishment that should last as long as his own son's misery—the nourishing in Rainy's heart of the fear of death. And that fear he had kept green for five years, with the result that the course of their travels straggled across the map of Canada like the trail of a wounded bird. But ten months ago Rainy had at last thrown his pursuer off the scent and found refuge here in the Abimoming.

Only twice during those years had Rainy seen Lableau: once when, having lost all he possessed in a Mackenzie River rapid, the other had deliberately saved him from starvation by leaving grub enough by his fire to take him to the nearest post; and once when his enemy had suddenly appeared and shot a drink-mad Indian whose knife would have accounted for him in another instant. Yet, whenever Rainy, goaded to desperation, had turned upon his pursuer, he had never as much as caught sight of him.

Now Rainy, his fingers twitching on the trigger of his gun, stood a long while above the dead fox, listening. But no sound came to him save the occasional creak of a tree limb in the wind, or the muffled roar of snow falling from some overladen bough. Then his eyes, circling about, detected suddenly on the snow two parallel ribbon-like marks leading away into the brush.

"Ar-rgh!" The sound was a snarl in his throat. The last doubt left him, for these

marks cried the name Lableau aloud. They were the trail of the skis that the old man had worn since the beginning of the chase, whose use with their speed and mobility he had learned to offset the youth and strength of his enemy.

A sudden impulse to pick up that trail and follow it to the end surged through Rainy, but self-interest warned him of the folly of such a course while there still remained traps whose contents Lableau might destroy. Therefore, hurriedly releasing the fox before him, he tossed it aside, swung up his pack and sped on. But by beaver dam, or other "rub," or rabbit run, he found no further traces of Lableau that day.

Then as he was skirting a small lake near his cabin about sunset, he heard the clear tinkle of dog bells, and looking up saw a sledge drawn by half a dozen huskies careen down the low, wooded bank and out upon the ice. A single white man, whom Rainy recognized as the trader of the nearby Hudson's post was driving, and from the condition of the dogs the trapper judged that they had been out upon one of the periodic tours of the district.

The two men saw each other simultaneously and waved; at a word of command the dogs came up short, and the sledge grated to a halt. Then Rainy, for whom this accidental encounter was most fortuitous, entered into negotiations for flour and tea, of which the other had a considerable supply left after his journey.

FOR a while the two men haggled in terms of "beaver" and "skin." But when the dicker was made and Rainy was tying his pelts anew, the other said:

"I hear there's a friend of yours come into this country."

Rainy's dark face paled a little as he knelt beside his pack.

"What friend? I have no friends in this country."

The trader grinned. Rainy's claim was doubly true.

"Wal, perhaps you'd hardly call this feller your friend in any country, if what he tells me is true; but he does most awful want to see you, Joe. Old feller he is, and little. You could lick him with one hand." The trader

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HANDS

WILLISTAS MUTINIOUS

Nogales Garrison is
Near Revolt.

Patrol of Maytorena on the
Vege of Going Over to
Carrizosa.

Regiment of U. S. Soldiers
to be Rushed to Ari-
sona City.

Carthens Surprised that Gen.
Oregon has Protested
His Presence.

RE A. D. REEF WHEEL
CUTLASS (A.M.) Nov. 2—The
Vice governor at Nogales, Ariz.,
including the forces left
here by Jose Martines, are on the
edge of revolt and bawling over to
him, according to local ad-
vices here tonight.

Provisions were made tonight to
send at least one regiment of United
States soldiers to reinforce the troops
on border duty at Nogales, Ariz.,
who left Mexico early today,
usually for Cananea, was reported
to be on his way to Nogales
to aid to have only a small escort
while telephone messages from
there tonight stated the Mexican
army was quiet.

There are about 100 Mexican sol-
diers in the Nogales garrison under
the command of Col. Terreros, who
is a regular army officer.

It was a long, cold, and dreary night. "What for
is this?" he asked himself. "It's Lableau!" growled the
trapper miserably to himself, and his fingers
trembled at their work.
"Shall I tell him I saw you?" The trader
gathered up his long dog-whip.
Rainy turned upon him fiercely.
"You tell him nothing!" he flamed, and
the other laughed.

ON his way again Rainy ran with the en-
ergy of dread. His first impulses the
old terror returned was for flight. But as
he thought of his work here and his swiftly
growing store of skins, the hatred in his
soul for this desperate, hounded existence
smoldered into half rebellion.

To stay, to defy this unseen harbinger of
evil . . . ah, the triumph of it! And
yet, body and soul, he shrank from the
gradual, inevitable approach of the terror
he had known so long!

That night as he slept, the question still
undecided, a shot sounded in the forest and
a bullet carried away the tin stove-pipe of
his cabin. The wind, swooping down, scat-
tered the embers of his fire into the timber
piled beside the rude hearth, so that when
he awoke half an hour later it was to fight
the flames for his life and his precious pelts.

After it was all over he sat down, seared
and blackened amid his few remaining
possessions and, weeping, called on God to
witness this bitter
wrong; another of
old man Lableau's
devices to make him
suffer.

And then revolt
came. He swore that
this feud had at last
reached its culmina-
tion; and his former
terror gave way to a
murderous resolve
that he, the hunted,
should hunt relent-
lessly, inexorably, un-
til he killed.

When dawn came
he cached his few un-
injured furs, and
equipping himself for
a long trail, set out.
How he should ac-
complish his purpose
he did not know, but
with the idea of draw-
ing his pursuer into a
still more desolate
country set out upon
his northern trap line.

His course led him
steadily into higher
ground through a
district of heavily
wooded hills and scat-
tered lakes, where,
had he sought, he
might have found
deer yarded up, and
had he listened, he
might have heard the
long howl of the traveling wolf-pack.

And then began the hunting of the
hunter.

That day Rainy saw Lableau once
from a distance, a black, insect-like fig-
ure crawling across a snow-plain between
two belts of forest. Cautiously circling
wide he struck for the trail—the familiar
ski trail—and followed it.

As for Lableau, a master at reading trails
himself, he soon discovered he was being
followed, and then began a grim game of
hide and seek. Alone in the iron cold of
the vast solitude, under the brooding sil-
ence of the gray skies, these two fought out
their puny struggle.

But ever Lableau kept the upper hand,
and Rainy commenced to despair of his tri-
umph, until he evolved a new plan of
campaign.

His strategy was simple. Late in the
afternoon he trudged up a hill at the top of
which was a clearing and disappeared over
it, leaving behind him in the fluff of new
snow the unmistakable man-track. Then
like a deer which, doubling back, lies down
beside its own warm trail to watch the
hounds course by, Rainy turned and found
concealment in a thicket beside the
clearing.

Half an hour he waited and then, so
quietly that he scarcely caught the sound,
a man emerged from the woods and started
cautiously to skirt the open space. He was
a small man, gnarled and bent, with a pack
on his back and a rifle in one hand. On his
feet were the long yellow skis, and he aided

his progress with a staff, gave the lower end
of which was a metal disc to prevent its
sinking deep into the snow.

Rainy's teeth ground together as he
looked upon his enemy, and he fought
down a fierce impulse to shoot him on
sight. Then, when Lableau had almost
reached the far side of the clearing,
he stepped from his shelter and spoke;
and the other, whirling at the sound,
looked across the little space of snow into
the rifle barrel and blazing eyes of his
quarry.

For a long moment the two faced each
other motionless. Then Rainy's yellow
teeth bared.

"Well, you mangy stoat, I've got you!"
And when the other made no reply:
"Throw away that gun!"

Lableau wavered a moment, and then
contemptuously tossed the weapon on the
snow at his feet.

"No! Throw it! . . . By the barrel!"

At his command Lableau also threw on
the snow his skinning knife and hand axe,
and these Rainy kicked behind him.

"Now," he said, with vindictive sav-
agery, "I've got you, and by God, I'm go-
ing to kill you!"

Old man Lableau's lip curled.

"So!" he sneered, and shrugged. "Bah!
Shoot! Even as I am—without my gun
—you are afraid!"

Rainy's finger tightened convulsively

upon the trigger, but with an effort he con-
trolled himself.

Then, as the scene hurried fast towards
its inevitable end, there came a moment's
check. Far below at the foot of the hill,
sounded a crashing of underbrush, and into
an open space burst a dozen caribou led by
a stately bull. Just clear of their sweeping
horns leaped and circled a horde of bushy-
tailed brutes whose sharp yelps, as the
quarry was brought to bay, floated up a
hideous chorus to the men above. And
here in the clearing the hunted creatures
elected to make a stand against the wolves.
Crowding into a rough circle, tails in and
heads out, they presented a hedge of an-
tlers upon which their assailants hurled
themselves vainly.

WITH grim satisfaction old man Lableau
saw that the five long years of terror he
had inspired had done their work—that the
undermined spirit of his enemy had crum-
bled at one supreme shock into an inco-
herent panic that precluded either thought
or action. And across his face flitted a
swift look of inspiration that was the birth
of a plan. For a moment only he consid-
ered its hazards. Then he spoke sharply:
"See here! We got to get out of this!
The skis. Maybe I—from here it is hard
run, but I know the trail. You come, eh?"

Rainy who had been wheeling slowly,
his rifle aimed at the brush, leaped at the
proposal like a salmon trout at a fly.

"Yes! Yes! Anything . . . God!
I can see their eyes all around us! . . .
Damn you!" He blazed away into a
thicket and got home again, but shuddered
back as the wretched brute paid the hor-
rible penalty. "Run! Run! For God's
sake!"

All the triumphant bully had disap-
peared now. Armed as he was, Lableau
was his master.

burst from the edge of the reaction indi-
cated the ruined railway of an abortive
attempt to lumber in the district.

Lableau had faced down the runaway and
now, as the swift memory of the ski-leap-
ing he had seen returned to Rainy, he
divined the other's intention. He saw that
the ravine was precipitous and deep, but
narrow, and realized that the leap would
be nothing to a man alone on skis. But
with two? The hazard of the attempt
chilled him for a moment, but he dared not
hesitate, nor question now. Any hazard
was better than the fast-following death
that was once more closing in behind them.

"Stand steady and hold tight!" barked
Lableau, and Rainy placed one hand and
the fist that held the rifle on the other's
hips. "Ready! We go!"

The old man thrust his iron-shod staff
into the crust to effect a start, and slowly
they glided forward. Then as the decliv-
ity made itself felt, they gathered speed.
And in that minute, even as Rainy
swooped down upon his fate, he thought:
"The little fool! If we do get across, I'll
kill him just the same!"

"Steady!" came Lableau's voice through
the rushing wind. "Don't move!"

They struck the final and steepest por-
tion of the hill, and both Lableau and
Rainy leaned forward a little. The hard,
glazed snow-crust flowed beneath their
feet with a sharp, rasping sound, and on
either side the trees
fled past like shad-
ows. The foxtails on
their parkas streamed
gaily out behind. Yet
with all their speed
Rainy could hear the
gasping breath of the
leaders of the pack
behind him.

Then suddenly they
reached an instant's
run along the level
at the foot of the in-
cline. There was a
slight uptilt at the lip
of the abyss, and the
earth fell away from
them as they soared.
And in that mo-
ment something hap-
pened.

Lableau, with his
hands and a wrench
of his body, broke
Rainy's unsuspecting
grip upon his waist,
and at the same time,
with a quick move-
ment of his feet, dis-
lodged the other's
foothold clear of the
skis. And Rainy,
clutching and careen-
ing to the fall,
screamed, so that the
voice of his terror
echoed and re-echoed
through the silent
forest.

Lableau himself barely gained the op-
posite side. He landed in a heap, casting
one ski into a thicket as he fell. But he
was not injured, and in a moment-scram-
bled up a little dazedly and dragged him-
self back to the edge to watch the end.

It came swiftly. The wolves, gallop-
ing hard and low, an undulating, brown
mass in which white fangs and dripping
red jaws gleamed vividly, saw their dan-
ger, too late, and tried to halt their rush.
They threw themselves back on their
haunches, their forelegs thrust stiffly be-
fore them and slid. They twisted and
writhed, and scratched at the snow with
their claws to gain foothold. But the
glazed crust offered no purchase, and they
were forced helplessly on by their own
impetus, and the crowding of those behind.
Even to the very brink they struggled, and
then were swept over and hurtled down-
ward upon the dark figure that lay, mov-
ing feebly, upon the rocks below. And
then, when the living cataract commenced
to thin up, from that open grave came a
new and melancholy sound of brute despair,
a long ululating lamentation through which
shot suddenly one final scream.

AND old man Lableau, standing and look-
ing down upon his work, smiled grimly.
So had the good God permitted justice
and right to prevail. So had He avenged
le pauvre petit who, his bright, misguided
youth gone, lay in the pitiless gray stone
jail at Quebec. So had He brought the
long trail to its appointed end at last!



The Golden Town
Verses and Drawing by Remington Schuyler.

I look on yonder Golden Town
That lies upon the sunlit hill.
As every day I do my chores
And try to work my father's will.

Read in the paper 't'other night
About a movin' picture show;
But bigger, brighter is that Town
Lit with a soft and golden glow.

This is Pop's farm and it is Home,
My Home I guess 'twill always be.
Yet in my dreams I often feel
That Golden Town is callin' me.

on the trigger, but with an effort he con-
trolled himself.

Then, as the scene hurried fast towards
its inevitable end, there came a moment's
check. Far below at the foot of the hill,
sounded a crashing of underbrush, and into
an open space burst a dozen caribou led by
a stately bull. Just clear of their sweeping
horns leaped and circled a horde of bushy-
tailed brutes whose sharp yelps, as the
quarry was brought to bay, floated up a
hideous chorus to the men above. And
here in the clearing the hunted creatures
elected to make a stand against the wolves.
Crowding into a rough circle, tails in and
heads out, they presented a hedge of an-
tlers upon which their assailants hurled
themselves vainly.

FOR a moment both men watched the life
and death struggle as if fascinated. Then
Rainy turned and regarded his enemy and,
looking, laughed aloud. The full triumph
and sweetness of revenge was his.

"Good-bye," he mocked, "I leave you
now. And on cold winter nights, when I
am warm and snug and hear the wolves
howling, I'll think to myself—'What a
night for poor Papa Lableau to be out!'"

He laughed again, and then, turned
away abruptly and leaped out upon the
trail.

But even as he did so, as if in answer to
the sudden sound and motion, there came
a startled yap from close by in the brush.
Instantly another answered it from the
opposite side, and then from all sides came

TEARS HINDU INVASION IN STATE OF CALIFORNIA

SAN FRANCISCO, Nov. 7.—That a year's look at the decision of the United States Supreme Court, received today, in which it was decided that a band of Europeans detained at sea could not be kept out of country because there was no room in the places for which they were bound.

[BY A. P. NIGHT WIRE]

(Continued from Page 544)

answered. "I'll show you that there are some things in this town and country that are not for sale—"

A smile of contempt played about the magnate's cold lips as he rose.

"I know it already——"

(Continued in our next issue)

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